FINAL INITIAL STUDY: 1299 SANSOME STREET OFFICE BUILDING

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING
100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102
(415) 552-1134

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: March 19, 1982

Lead Agency: City and County of San Francisco, Department of City Planning
100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Susana Montaña Tel: (415) 552-1134

Project Title: 81.415E, New Office Development

Project Sponsor: Trust of Three

Project Contact Person: Mr. Don Wyler
(415) 391-1313

Project Address: 1299 Sansome Street, Southwest corner of Sansome and Filbert Streets

Assessor's Block(s) and Lot(s): 106/1

City and County: San Francisco

Project Description: Construction of a 44,550 square foot office building on a 7,200 square foot lot located in a C-2 (Community Business) District and a proposed Historic/Special Use District No.3 after demolition of an existing single-story commercial structure. Approximately 77 parking spaces would be provided off-site in an existing garage located one block north of the site.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: 5 p.m., March 29, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a $35.00 filing fee.

Alec S. Bash (SCM)
Alec S. Bash, Environmental Review Officer

FINAL INITIAL STUDY
1299 SANSOME STREET OFFICE BUILDING
81.415 E

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I. PROJECT DESCRIPTION

A. OBJECTIVES OF PROJECT SPONSOR

The proposed project is a 44,550 gross square feet, seven-story office building with ground floor retail space to be located at 1299 Sansome Street, at the foot of the Filbert Street steps adjacent the east face of Telegraph Hill[1] (see Section I.E., Project Design Characteristics, page 4). The general location of the project site is shown in Figure 1, page 2; the precise location of the project site is shown in Figure 2, page 3.

The proposed structure is intended to provide the corporate headquarters and general office space primarily for two independent, but related, real estate development firms, Gerson Bakar & Associates, and the Wilsey-Bennett Company.

The project is being proposed by the project sponsor, known as Trust of Three, because Gerson Bakar & Associates and the Wilsey-Bennett Company have outgrown their current office space at 2280 Powell Street in San Francisco and need room for firm expansion. Both firms wish to remain in San Francisco and expand their San Francisco-based work force. Each firm considered the alternative of relocating part or all of its work force to areas outside San Francisco where office space currently is available or less expensive. This alternative was rejected because the firms feel a commitment to San Francisco, where a significant portion of their business is conducted, and to their combined work force of 55, the majority of whom reside in San Francisco. In addition, during the past year the project sponsor has investigated leasing office space in various locations in San Francisco, but no space suitable to the operations of either firm was located.

B. EXISTING SITE USES

The site was previously occupied by King's Antiques, a firm dealing in antique residential furniture and decorative souvenirs (Figures 3 and 4, pages 4 and 5). King's Antiques vacated the project site in January of 1982 when the lease term on the existing structure expired. It is not known where King's Antiques relocated or if the company remained in business at a new location.

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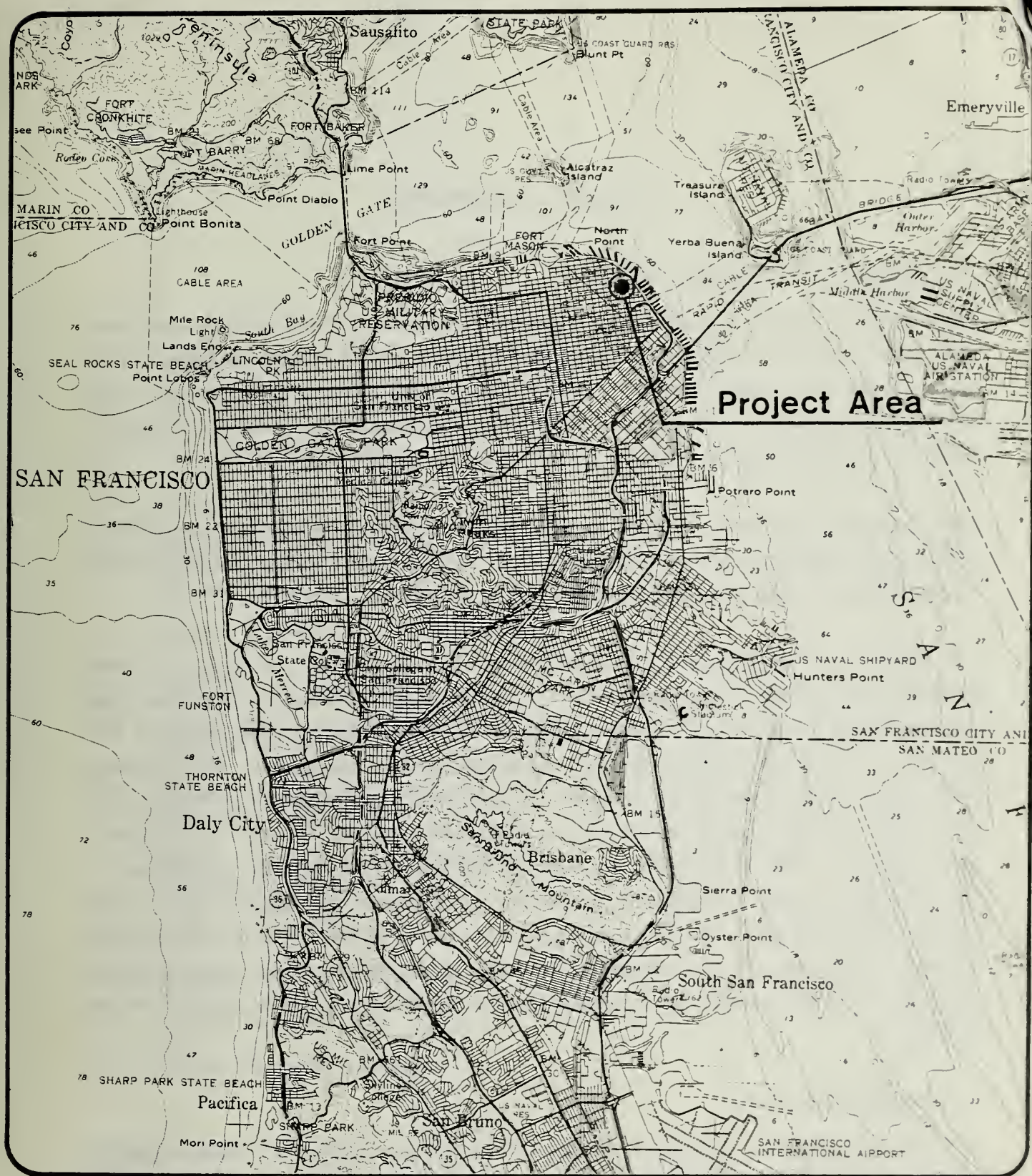
[1] Assessor's Block 106, Lot 1.



Regional Location Map

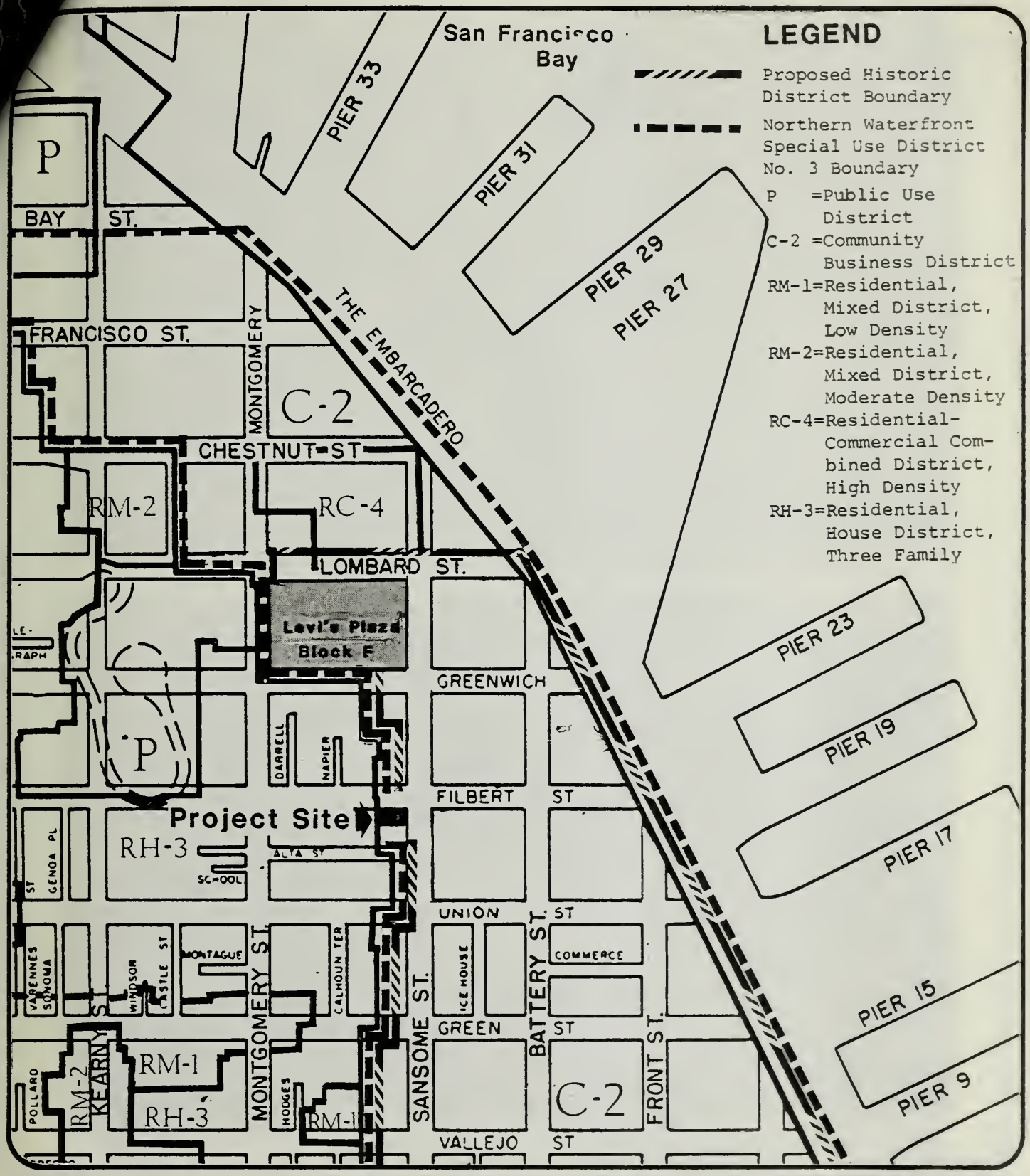
North

0 ½ 1 2 4

Scale Miles

Source: U.S. Geological Survey

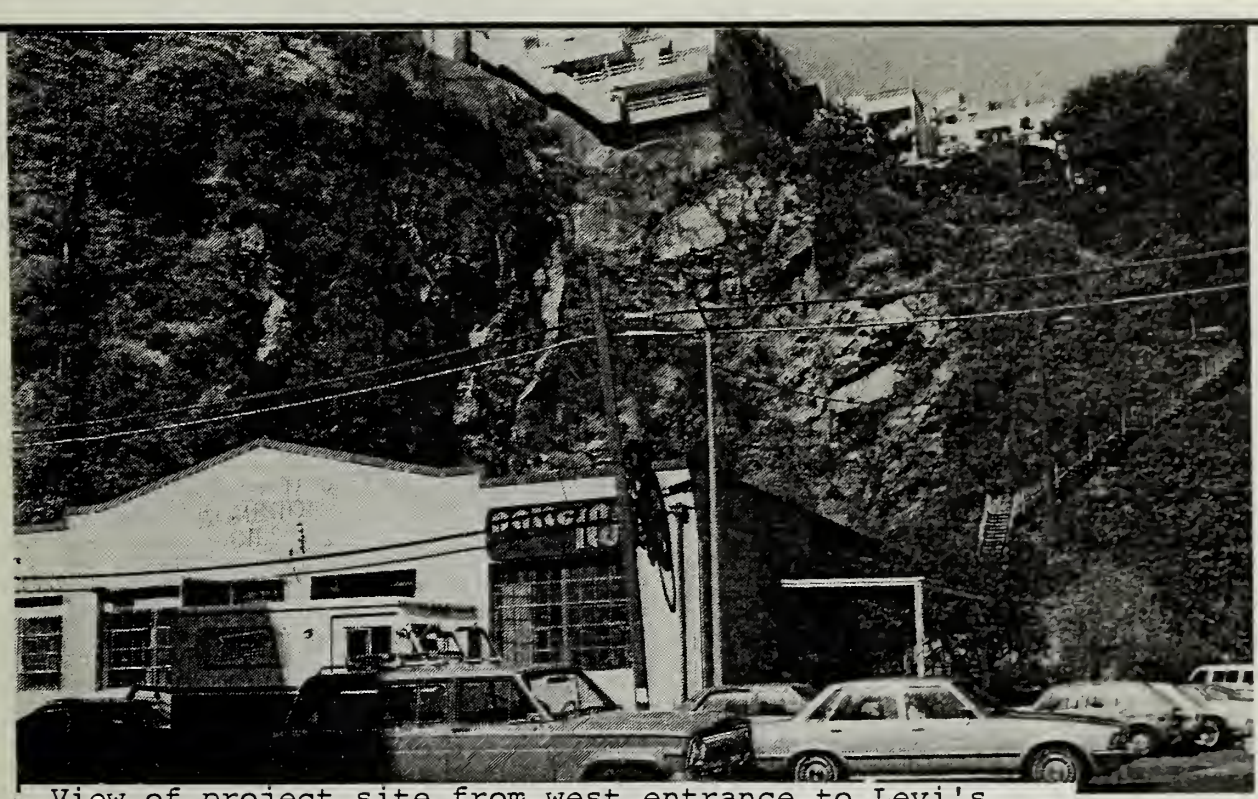
Figure No. 1



Site Location Map (with zoning indicated)

Source: Zoning Map of the City and County of San Francisco, 1978

Figure No. 2



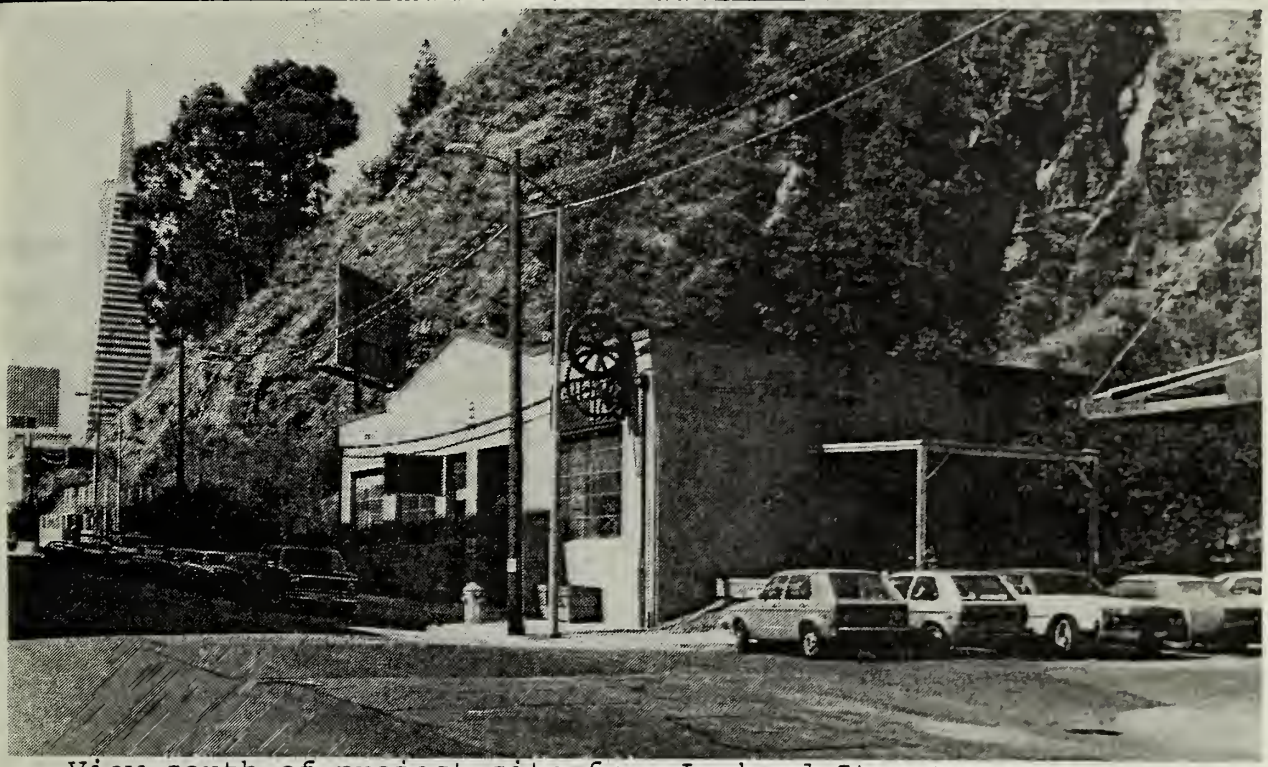
View of project site from west entrance to Levi's Plaza. Filbert St. steps on right of photograph.

View north of project site from Lombard St. Walters warehouse and penthouse is in the background.

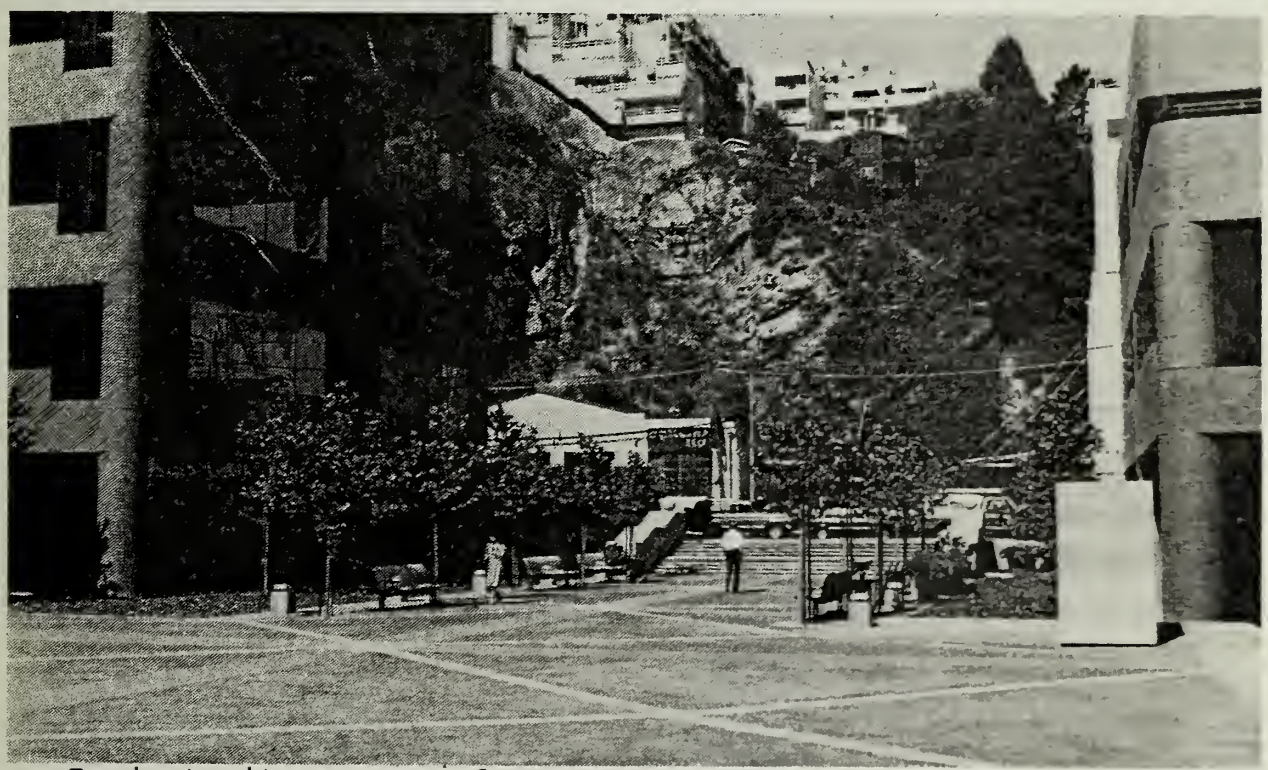
Project Area Photographs

Source: EIP Corp.

Figure No. 3



View south of project site from Lombard Street.



Project site as seen from Levi's Plaza complex.

Project Area Photographs

Source: EIP Corp.

Figure No. 4

C. PROPOSED SITE USES

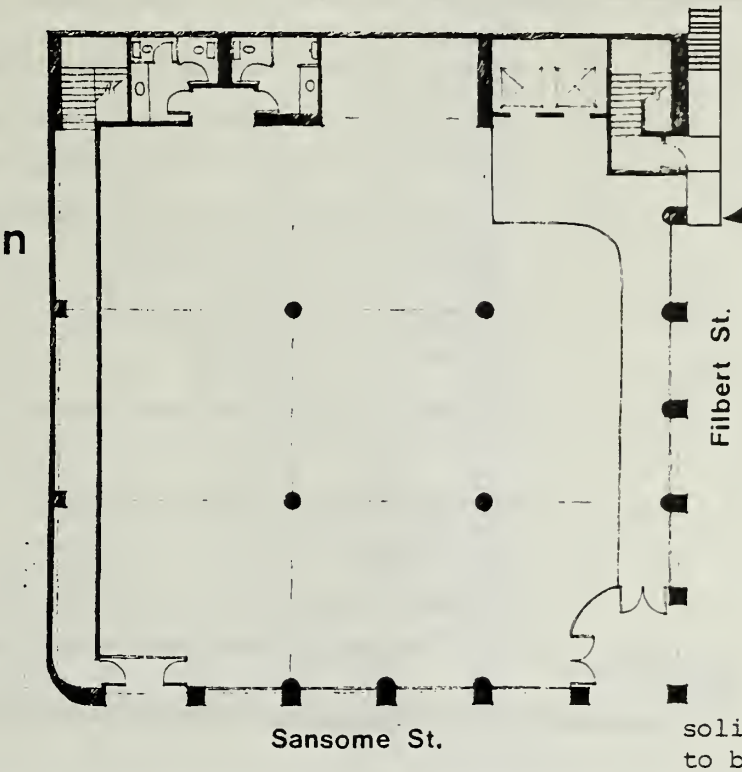
The proposed structure would be a multiple-tenant occupancy building. In addition to the two firms noted which would occupy the building, an area of about 15,000 net rentable square feet would be leased to an outside tenant such as a law firm on a 5 to 10-year term basis, and would provide expansion space for the future growth of Gerson Bakar & Associates and the Wilsey-Bennett Company. In addition, approximately 3,000 net rentable square feet of the 5,400 first floor net rentable square feet may be reserved for commercial use such as a bank branch or savings and loan, or for retail use.

D. ZONING AND PROJECT DESIGN CHARACTERISTICS

The project site is roughly square, measuring 80 feet along Sansome Street and 90 feet along Filbert Street, consisting of 7,200 gross square feet of lot area. The project site is within the C-2 (Community Business) Use District and is within the Northern Waterfront Special Use District No. 3 (see Section III., Land Use, page 13).

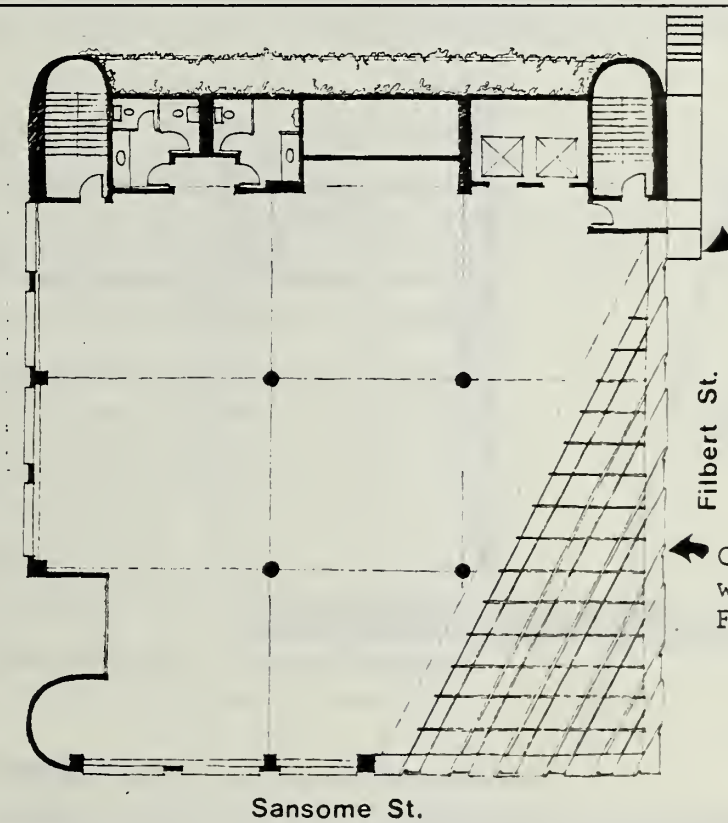
The basic Floor Area Ratio allowable (FAR) in the C-2 District in the project area is 3.6:1. The basic FAR in the Special Use District is 5:1 (see Section III.Project Compatibility with Comprehensive Planning, page 17). Thus, any building on the site may contain a total gross floor area of up to 5 times the area of the lot, or 36,000 gross square feet. In addition, a bonus of 25% may be obtained for the property which qualifies under the code as a corner lot (area within 125 feet of a corner). For the project, the allowable floor area is 45,000 gross square feet, or an FAR of 6.25:1. The proposed structure would contain about 44,550 gross square feet which would yield an FAR of 6.18:1. Net rentable (occupied) space would amount to about 38,700 square feet. The project site lies within the 84-E Height and Bulk District which provides for an 84-foot height limit, a horizontal dimension limited to a maximum length of 110 feet and a maximum diagonal dimension of 140 feet above 65 feet. The proposed structure would be 84 feet in height, contain a maximum horizontal dimension of 90 feet and a maximum diagonal dimension of 110 feet above 65 feet, conforming to the requirements of the 84-E Height and Bulk District (Figures 5, 6 and 7, pages 7,8 and 9).

First Floor Plan



NOTE: Location of solid waste storage bin to be determined.

Seventh Floor Plan



Representative Floor Plans

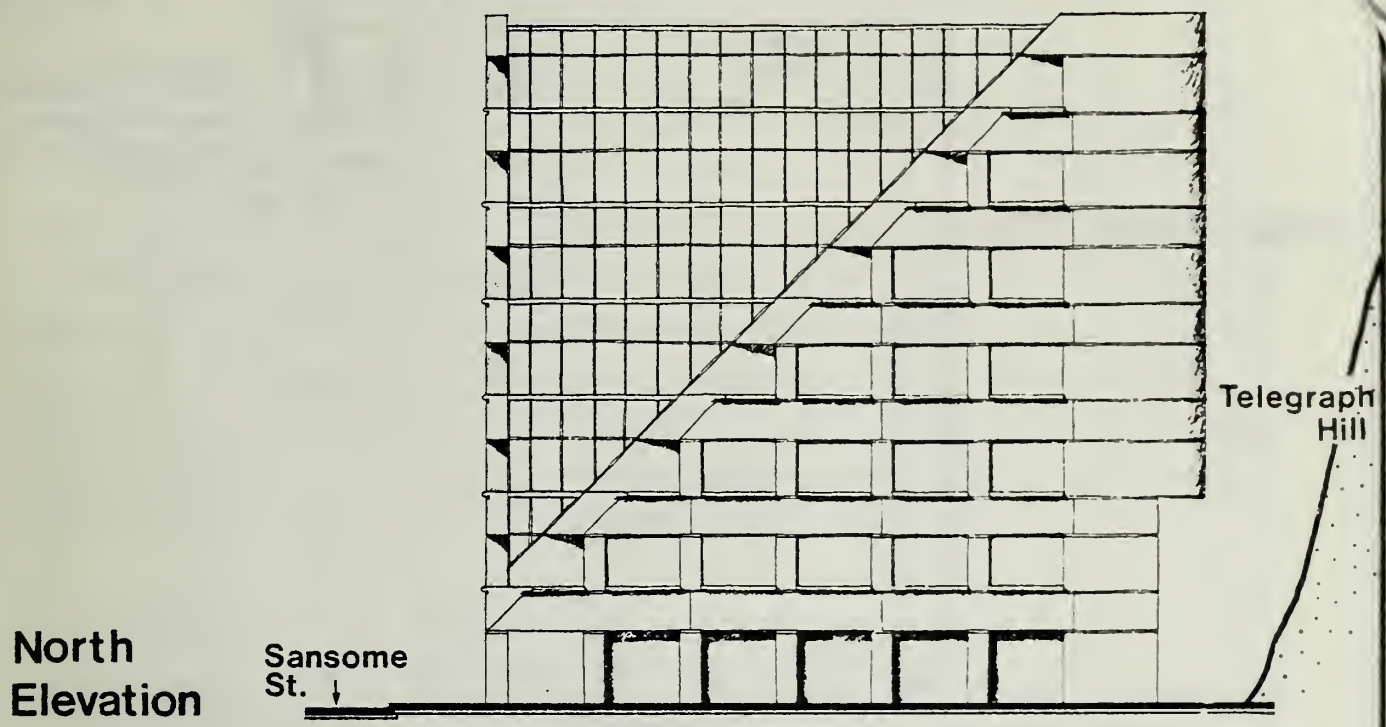
North

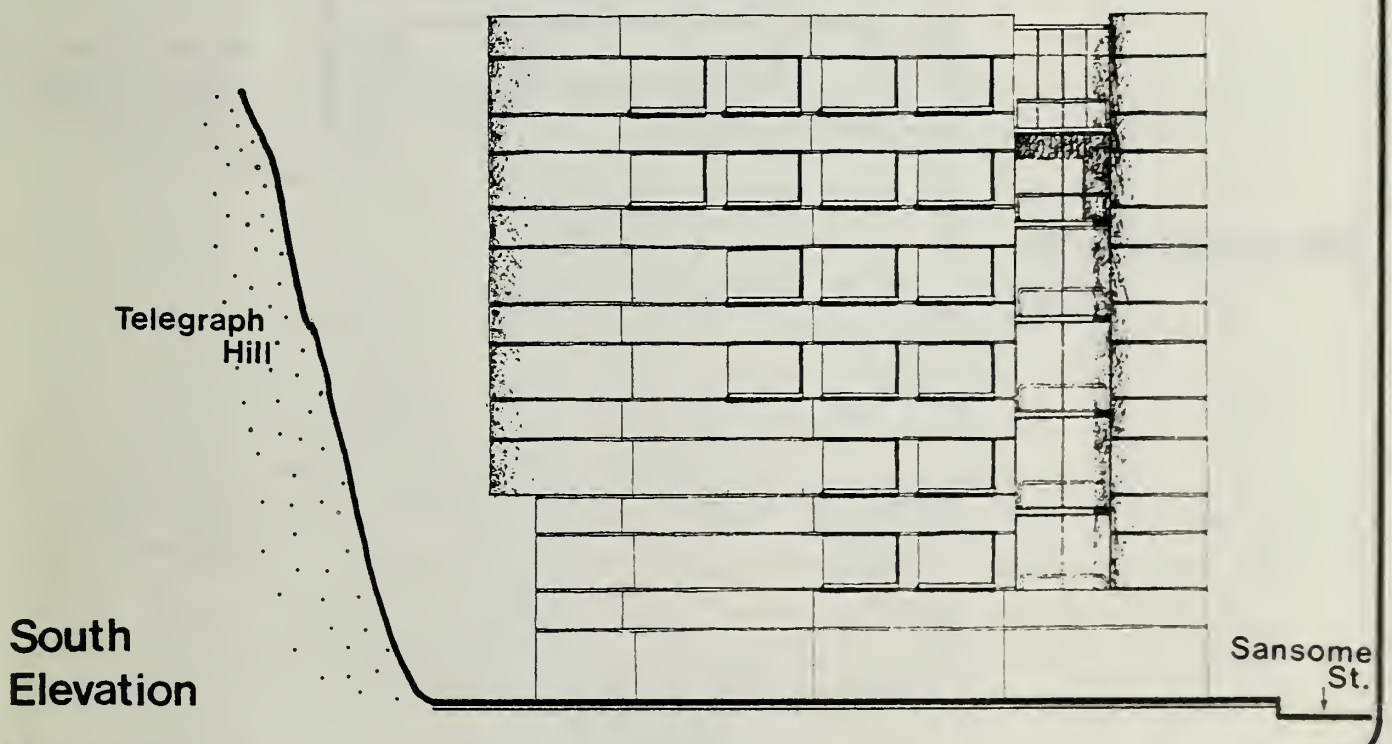
0 10 20 40

Scale Feet

Source: H.O.K. Associates

Figure No. 5



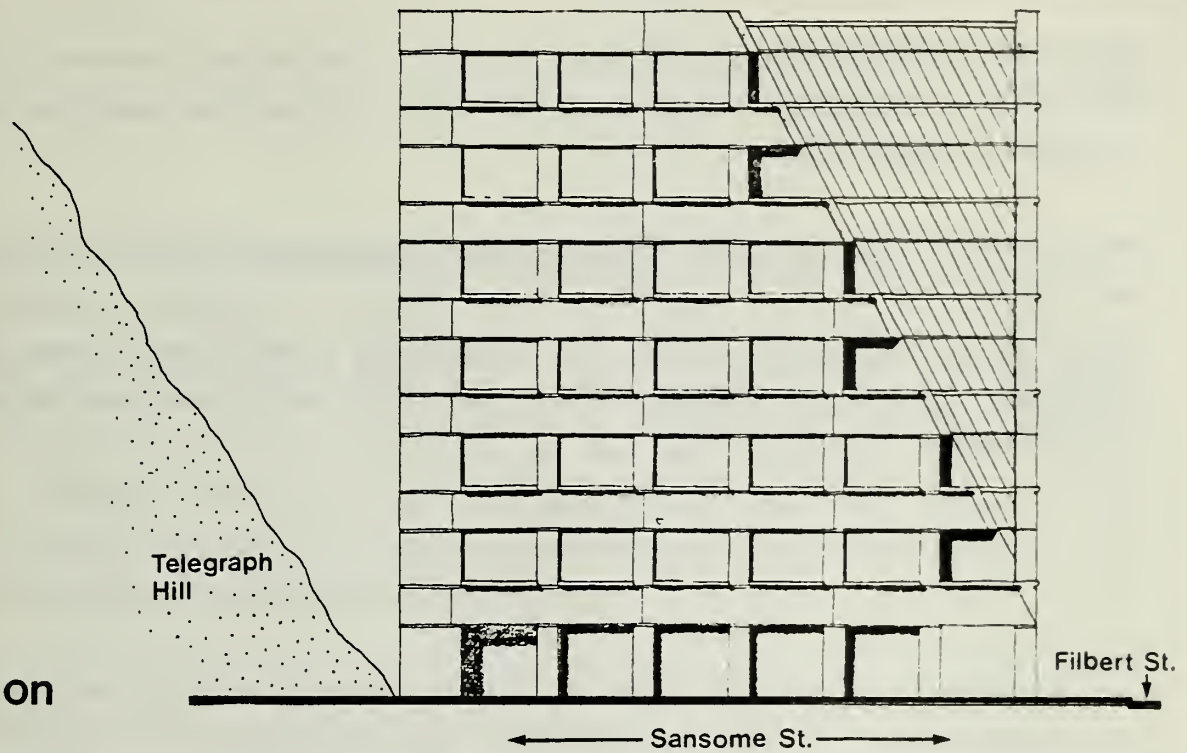


Building Elevations

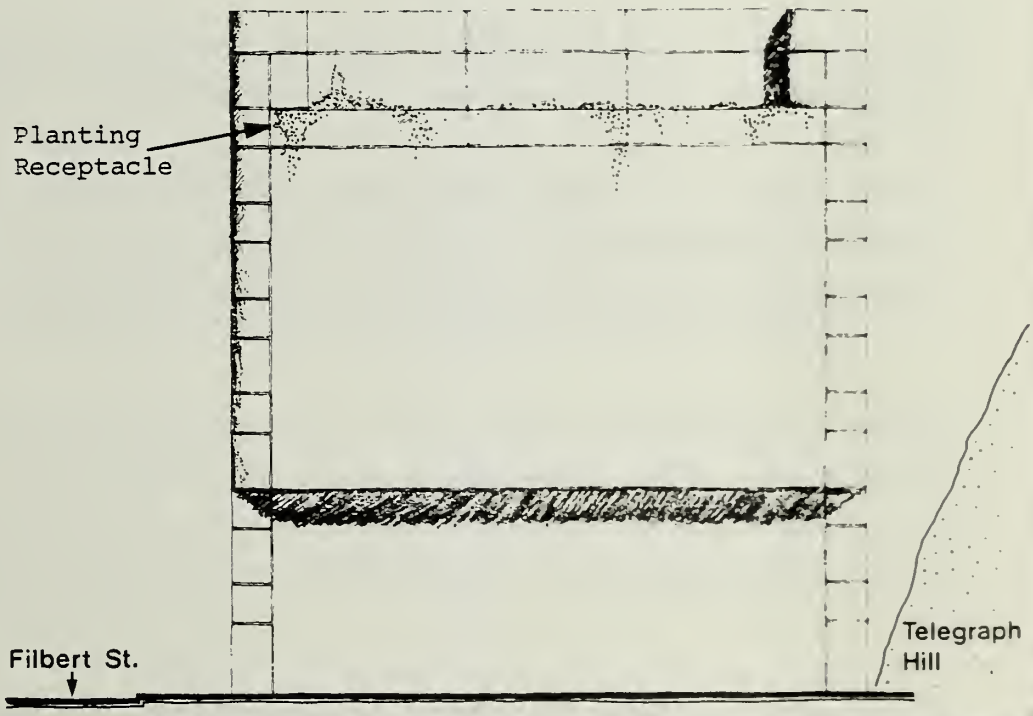
0 10 20 40
Scale Feet

Source: H.O.K. Associates

Figure No. 6



East
Elevation



West
Elevation

Building Elevations

0 10 20 40
Scale Feet

Source: H.O.K. Associates

Figure No. 7

Construction of the building would require demolition of the existing structure on the site. Construction is scheduled to begin in July 1982 and the building would be ready for occupancy in August 1983.

No open space is proposed as part of the project. However, street trees would be provided and improvements made to the Filbert Street steps. No parking is proposed to be constructed on the site (see Section VI, Transportation, page 30), but parking would be provided off-site within an 800-foot walking distance at an existing parking facility under a 65-year lease agreement.

II. POTENTIAL ENVIRONMENTAL EFFECTS

Potential environmental impacts associated with project implementation include: urban design, visual effects and the relation of the project to adjacent and nearby buildings, the base of Telegraph Hill, the Filbert steps, and the general context of the Northern Waterfront Historic District; and soils and geologic considerations relating to the sensitive nature of Telegraph Hill. These environmental parameters will be addressed in a focused draft Environmental Impact Report (EIR).

Potential environmental issues associated with the project that have been determined in this Initial Study to be insignificant, and, therefore, not to be addressed in subsequent environmental documentation for the project, are described below and discussed later in this Initial Study.

Land Use Compatibility: The proposed office use would be compatible with existing land uses in the site vicinity. The project would comply with the height and bulk and land use provisions of the City Planning Code. The project would not comply with Article 1.5, Section 155 of the City Planning Code which requires on-site parking. The project sponsor proposes to seek and justify the granting of a variance from this requirement by the City Planning Department to allow off-site parking of 77 spaces in an existing garage located within 800 feet walking distance from the project site (Article 1.5, Section 159, c,d,e).

The San Francisco Landmarks Advisory Board on July 1, 1981 resolved that the existing commercial building on the project site is not architecturally and/or historically an essential contributing part of the proposed Northern Waterfront Historic District. The Board identified design criteria for any new construction on the site; these criteria will be addressed in the subsequent focused EIR.

Housing Impacts: The proposed project would be expected to generate a demand for 37 housing units. To date, new office development projects of less than 50,000 gross square feet have not been considered as having a significant impact on the City's housing supply.

Noise: After construction, the project would not increase day or nighttime noise levels in the project vicinity.

Public Services and Utilities: The demand for public services and utilities would not require additional personnel or equipment, with the exception of fire protection services in the case of a major fire or several fires in the downtown area.

Biology: The project would not directly affect plants or animals as the site is presently developed and is within an urbanized area.

Transportation: With an assumed occupancy of 1.2 persons per vehicle the proposed project would generate about 60 vehicle trips during the P.M. peak hour. These trips would be distributed between Sansome and Battery Streets, the primary links between the project site and the regional (and crosstown) highway network. This traffic would represent an increase of about 2-3% in the existing traffic volumes on Sansome and Battery Streets. The streets would continue to experience stable traffic flows. With cumulative projects however, Battery (near Broadway) and Sansome (near The Embarcadero) would experience congestion and unstable flows.

The proposed project would generate about 135 P.M. peak hour person-trips, all of which would involve some walking. About 70 pedestrian trips would travel along Sansome Street between the project and parking to the north. About 40-50 pedestrians would cross Sansome Street during the P.M. peak hour to access Muni and Golden Gate bus stops. The project would not degrade the quality of pedestrian flow on adjacent sidewalks and crosswalks.

The project would cause an increase of up to 2% in Muni and Golden Gate Transit load factors. Cumulative development would increase Muni load factors by 30% but the lines serving the project site would remain within their capacity. Cumulative development would bring Golden Gate lines to their capacity.

Air Quality, Wind and Shadow: The proposed project would contribute imperceptively to current violations of Bay Area air quality standards. Due to the prevailing northwesterly winds and the proximity of the site to the vertical rock wall on the east side of Telegraph Hill, the proposed project would not be expected to result in a significant change in local wind flow patterns. The proposed project would not cast shadows on the Filbert gardens or Levi's Plaza open space.

Hazards: Project operation would not increase the risk of explosion or release of hazardous substances or cause other dangers to public health and safety.

Water Quality: Project construction or operation would not affect the quality or quantity of public water or ground water in the project area.

III. LAND USE

Environmental Evaluation Checklist

General Considerations	Yes	Maybe	No	N/A	Disc.
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?	_	X	_	_	X
2. Would the project require a variance, or other special authorization under the City Planning Code?	X	_	_	_	X
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	_	_	X	_	X
4. Would the project conflict with adopted environmental plans and goals?	_	_	X	_	X
5. Land Use. Would the proposed project:					
a. Be different from surrounding land uses?	_	_	X	_	X
b. Disrupt or divide the physical arrangement of an established community?	_	_	X	_	X
6. Cultural. Would the proposed project:					
a. Include or affect a historic site, structure, or building?	_	_	X	_	X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	_	_	X	_	X
c. Cause a physical change affecting unique ethnic or cultural values?	_	_	X	_	X

SETTING

Land Use Activities and Construction

The project site is part of a larger area characteristically referred to as the Base of Telegraph Hill. The area extends along the waterfront from Broadway on the south to Bay Street on the north. The project site is within the proposed Northern Waterfront Historic District (Figure 2, page 3).

Excluding Levi's Plaza, a seven block mixed use development located in the southern part of the Base of Telegraph Hill, only one major building, Master Charge, has been built in recent years. It occupies an entire block at Front and Vallejo Streets. Most other buildings in the area occupy one-half block or less. North of Union Street, new construction in recent years has been limited to the Telegraph Landing condominiums in the block bounded by Montgomery, Chestnut, Sansome and Lombard Streets, and Wharf Plaza rental housing at Francisco and Kearny Streets.

To the northeast of the project site, at the corner of Lombard and Battery Streets, is the Merchants Ice House, which has been converted to office use. A separate garage, recently constructed west of the Merchants Ice House, provides parking for about 200 cars.

A two-story concrete warehouse on the half block south of the Merchants Ice House has been converted to a private sports club. North of the Telegraph Landing block are the recently renovated buildings of the Fibreboard Corporation, Western Contract Furnishers, and Victoria Station restaurant chain offices, and the newly built Francisco Bay office complex on Port Authority land, fronting The Embarcadero. A restaurant is located on the triangular parcel opposite the foot of Pier 27. Levi's Plaza, north and east of the project site, is currently under construction and comprises 7 blocks including office, retail, residential and parking land uses. Central to the design plans for the office complex is a landscaped pedestrian plaza on the closure of Filbert Street between Sansome Street and The Embarcadero. The office structures partially enclose the plaza, with main building entrances oriented toward it.

A parking structure consisting of 3 levels, containing space for 825 cars, is being constructed at Sansome and Lombard Streets as part of the Levi's Plaza complex (Block F, Figure 2, page 3). Each level would contain approximately 80,000 square feet, for an

approximate total of 265,000 square feet of parking space. Commercial shops, totalling approximately 5,000 square feet, will be located at street level along Sansome Street. The parking structure serves as a base (podium) for the construction of two buildings, one 9 levels and the other 4 levels, containing a total of 202 condominium dwellings and having approximately 221,000 square feet of gross floor area. The uncovered roof of the parking structure would be landscaped with trees, shrubs, and walkways. Of the 825 parking spaces provided, 211 would be reserved for the Block F condominium occupants and 77 parking spaces would be reserved for the Levi's Plaza commercial uses.

Land Use Zoning and Districts

Zoning, Special Use District No. 3. The project site is zoned C-2, Community Business District (see Section I.D., page 6, Zoning and Project Design Characteristics) and lies also within the Northern Waterfront Special Use District No. 3 (Figure 2, page 3).[1] Development in the area is subject to the general provisions outlined in the City Planning Code for C-2 districts, but these may be superceded by additional regulations imposed by the provisions of the Special Use District. The Special Use District also permits industrial and commercial operations directly relating to water-borne commerce and wholesale establishments within an enclosed building.

The west boundary of the project site joins the Telegraph Hill area, which is under different zoning restrictions, as shown in Figure 2, page 3. The two-block area surrounding Coit Tower is zoned P (Public Use), which applies to land that is owned by a government agency and is in some form of public use, including open space. Remaining areas west of the site are zoned RH-3 with dwelling structures and nonindustrial public buildings the principal permitted uses.

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[1]On 19 January 1977 the San Francisco City Planning Commission adopted Resolution 7643, which amended the Master Plan of the City and County of San Francisco to include The Plan for the Northeastern Waterfront and to delete the previously adopted Northern Waterfront Plan. The new plan encompasses an area from Fisherman's Wharf to North China Basin; it was formulated to guide future development of the area in a manner consistent with the interests of San Francisco and achieve conformity with Special Area Plan No. 1: San Francisco Waterfront, prepared and adopted by the San Francisco Bay Conservation and Development Commission in 1975, as an amendment to its Francisco Bay Plan.

Historic District. The area of the northern waterfront containing the project site is a candidate for designation as a historic district because of the Gold Rush warehouses preserved from the 1906 fire. With the destruction of the North Point building (Seawall Warehouse) in 1969, it was felt that some action was needed to preserve what was left of San Francisco's earliest waterfront structures.

On 3 March 1976, the Landmarks Preservation Advisory Board[1] adopted a resolution of intent to designate the area bounded by Broadway, Lombard, The Embarcadero, and the base of Telegraph Hill, including the Project site, as a historic district. However, no further formal action has been taken and it is possible the proposed boundaries of the district may be adjusted by the Board to include less land area.[2] If the area were to become a historic district, the Landmarks Board would act on permit applications for demolition, new construction, additions, alterations, or exterior changes visible from a public place or thoroughfare on property within the historic district. To date, the Jackson Square Historic district (an enclave of buildings that escaped the 1906 fire) and the Webster Street Historic District are the only two such districts that have been established in San Francisco by the Board of Supervisors.

The existing structure on the project site is not considered by the Board to be an architecturally or historically contributing building in the proposed historic district.[2] However, two buildings within the project area have been noted by the Landmarks Board for their architectural and historic significance. They are the Italian Swiss Colony Building on the corner of Greenwich and Battery Streets, and the Cargo West Building on the corner of Union and Battery Streets.

The existing bluff of Telegraph Hill on the west margin of the project site is the result of quarrying operations that began in about the year 1852 for filling the shoreline.[3] Bedrock therefore underlies the existing building on the site and the absence of fill on the site would preclude the presence of a buried hulk on the site.

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[1]Established by the City Planning Commission and the Board of Supervisors to act in an advisory capacity to preserve historic, architectural, and aesthetic landmarks.

[2]Jonathan Malone, San Francisco Department of City Planning, Secretary to the Landmarks Preservation Advisory Board, telephone conversation, 16 October 1981.

[3]Levi's Plaza, Final Environmental Impact Report EE 77.256, Certified 14 December 1978, page 75, Setting, Historical and Archaeological Resources.

IMPACTS

Project Compatibility with Comprehensive Planning

The proposed project would conform to the height and bulk requirements of the Planning Code (see Section I.D. page 6, Zoning and Project Design Characteristics). The project would require a variance to allow the use of an existing parking garage to provide the required 77 off-street parking spaces. The project sponsor would petition the Police Commission to approve the installation of a yellow curb freight loading space on Filbert Street.

The Plan for the Northeastern Waterfront contains general objectives and policies to be applied to the entire waterfront and more specific policies for the Base of Telegraph Hill area. General objectives relevant to the proposed project include:

Land Use. Objective I: "To develop and maintain activities that will contribute significantly to the city's economic vitality and provide additional activities which strengthen the predominant uses in each sub-area of the northeastern waterfront, while limiting the concentration to preserve the environmental quality of the area."[1]

Commerce. Objective: "To develop limited additional office and commercial space in order to serve the city's economic needs and to encourage a mixture of uses and activities along the northeastern waterfront."[2]

In addition to the more general area-wide objectives of the Northeastern Waterfront Plan, there are land use and design objectives and policies for the Base of Telegraph Hill area, contained in the Plan. There are also a number of policies contained in the Urban Design Plan of the San Francisco Comprehensive Plan which would relate to the project area and the proposed building.[3] These objectives and policies will be discussed in subsequent environmental documentation for the project.

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[1] San Francisco Department of City Planning, Northeastern Waterfront Plan, The Comprehensive Plan of the City and County of San Francisco, page 10.

[2] San Francisco Department of City Planning, Urban Design Plan, adopted by Resolution 6745 of the San Francisco City Planning Commission, 26 August 1971, page 13.

[3] San Francisco Department of City Planning, adopted by Resolution 6745 of the San Francisco City Planning Commission, 26 August 1971.

IV. VISUAL QUALITY

Environmental Evaluation Checklist

Would the proposed project:	Yes	Maybe	No	N/A	Disc.
1. Obstruct or degrade any scenic view or vista open to the public?	_	_	X	_	X
2. Reduce or obstruct views from adjacent or nearby buildings?	_	_	X	_	X
3. Create a negative aesthetic effect?	_	_	X	_	X
4. Generate light or glare affecting other properties?	_	_	X	_	X

IMPACTS

Long Range Views

City Pattern Policy 1: "Recognize and protect major views in the City with particular attention to those of open space and water."[1]

Objective 5: "To develop the area in such a way as to preserve and enhance the physical form of the waterfront and Telegraph Hill, and to preserve views from the hill."[2]

The proposed structure would rise 84 feet to the top of the parapet which would rise 2½ feet above the roof.[3] The 84-foot height is measured by the project architects from the surface of Sansome Street which bounds the east margin of the site. The building height permitted by the Planning Code would be measured from the median elevation of the site at the center of the lot, which slants upward toward the hill from Sansome Street; the top of the structure would therefore be 1½ feet below the permitted 84-foot height limit. All mechanical equipment including elevator drive mechanisms would be contained within the building's interior; no mechanical penthouses would be constructed on the roof.

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[1]Urban Design Plan, page 10.

[2]Northeastern Waterfront Plan, page 13.

[3]Parapet: a low wall extending around the perimeter of a roof.

Figures 8, 9, and 10, pages 20, 21, and 22 depict how views near the project site would be affected by the proposed building. From Observer Point 1 (Figure 9, page 21), views of the Levi's Plaza structure at Sansome and Union Streets would be partially obstructed, as well as portions of the sky. Views toward the Bay would not be obstructed by the proposed building due to the presence of other structures in the area which block views to the east from Observer Point 1 on the Filbert Street steps.

Higher on the steps (Observer Points 2 and 3), Figure 10, page 22, the structure would continue to obstruct views to the Levi's Plaza building, but would not block views to the Bay, Bay Bridge or San Francisco skyline in the background. This would also be true from Observer Point 4 (Figure 11, page 24). Some of the plant materials on Telegraph Hill that would screen views of the structure are deciduous and lose their foliage in the winter; therefore, during winter months, views of the proposed structure would be more pronounced than during the summer months from various locations on Telegraph Hill when all plant materials would have full foliage.

As shown in Figures 9, 10 and 11, pages 21, 22, and 23, views of the project would vary with respect to observer location on the hill and the amount of foreground foliage at each observer location which would screen the structure. From a visual standpoint, the project would extend the area development pattern closer to Telegraph Hill, becoming a foreground element to views of the area from hillside locations. Existing, exposed slopes of the hill adjacent the project site would be screened from view from Levi's Plaza (Figure 11) and from travelers along Sansome Street.

Objective 2: "To develop a diversity of additional activities which would strengthen the existing predominant uses in the base of Telegraph Hill area and activities which would expand the period of use, but of an intensity which would provide a relief from the adjacent downtown and Fisherman's Wharf areas."[1]

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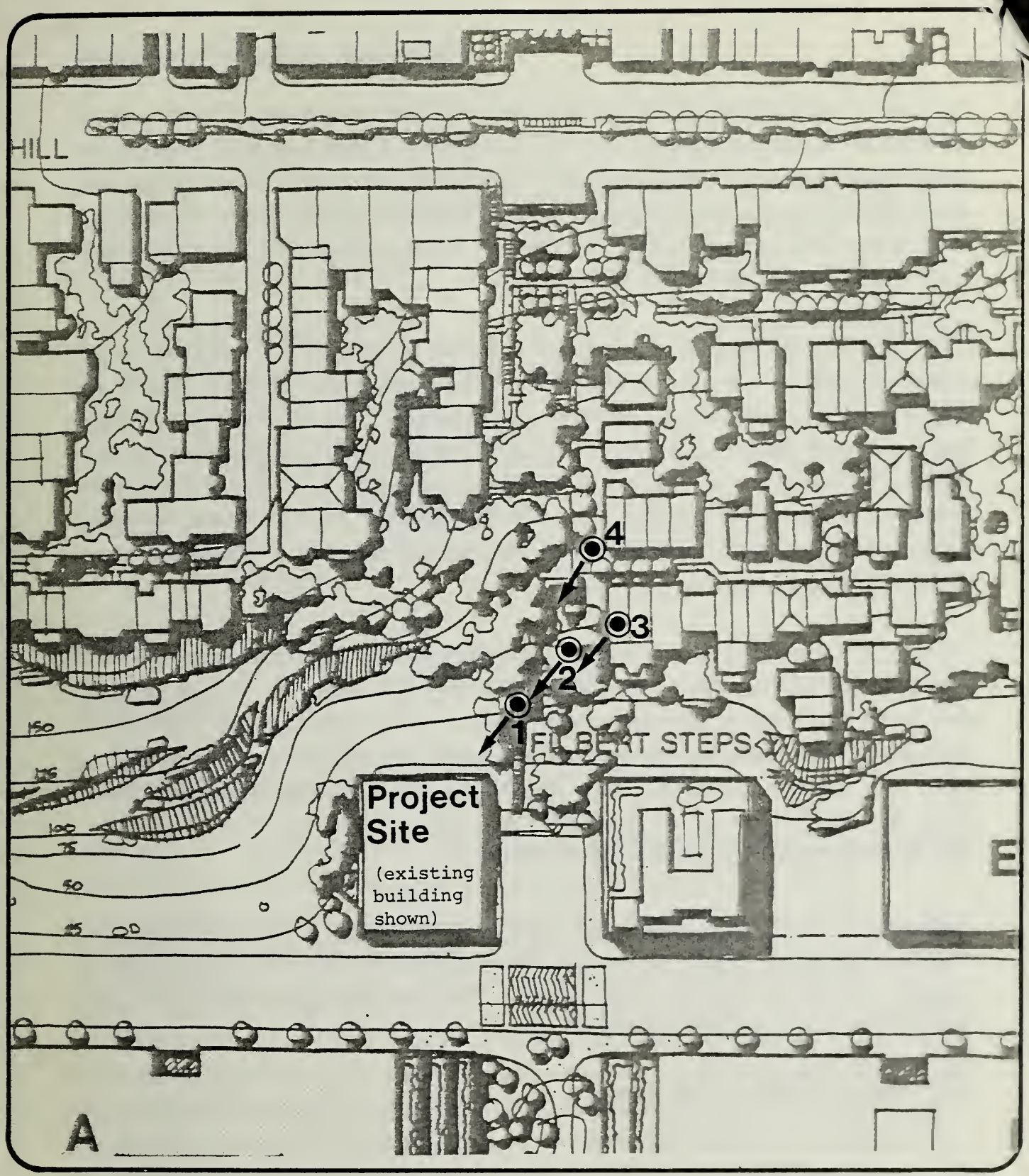
[1] Northeastern Waterfront Plan, page 30.



Observer Point Locations
(See Figures 9, 10 and 11)

North

0 25 50 100

Scale Feet

Source: H.O.K. Associates

Figure No. 8

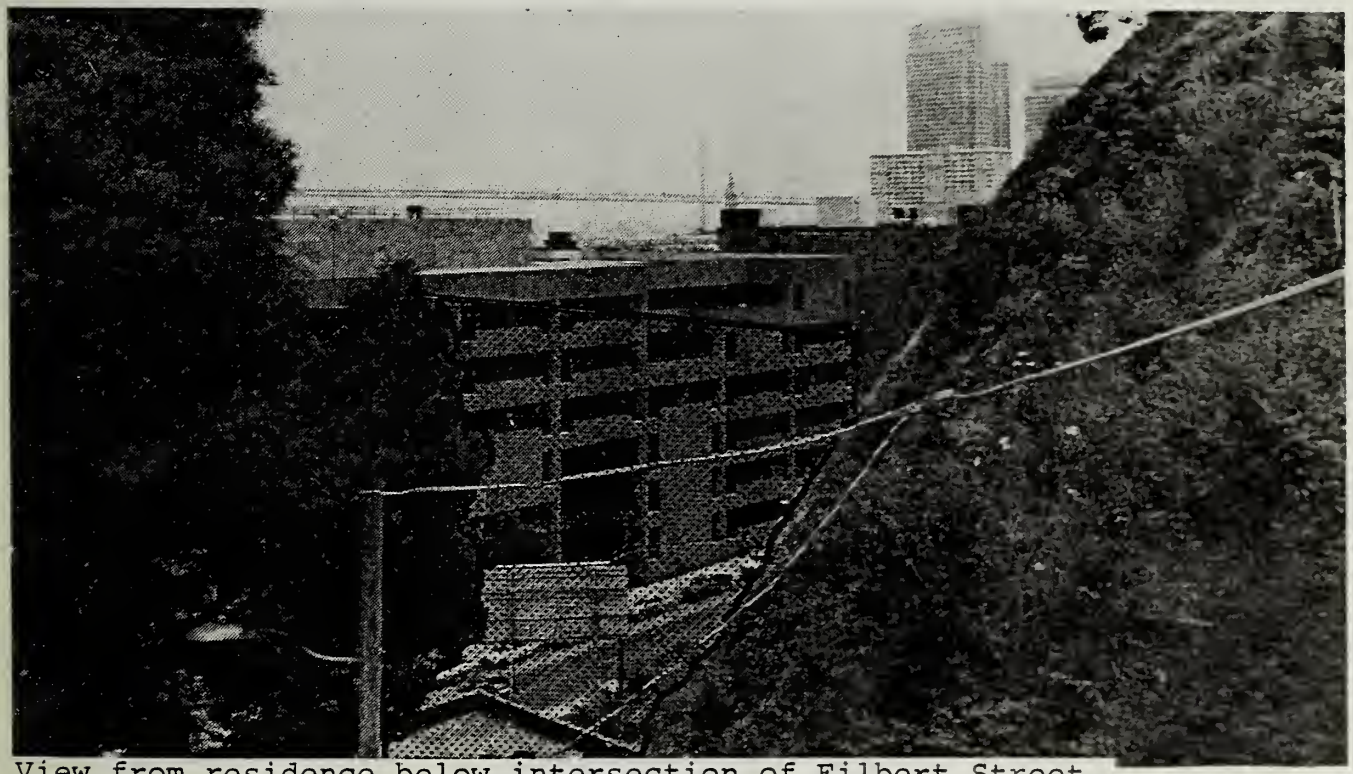
View from landing at midpoint of Filbert Street steps.

Photomontage: Building Viewed from Observer Point 1

Source: H.O.K. Associates

Figure No. 9

View from upper landing of Filbert Street steps.

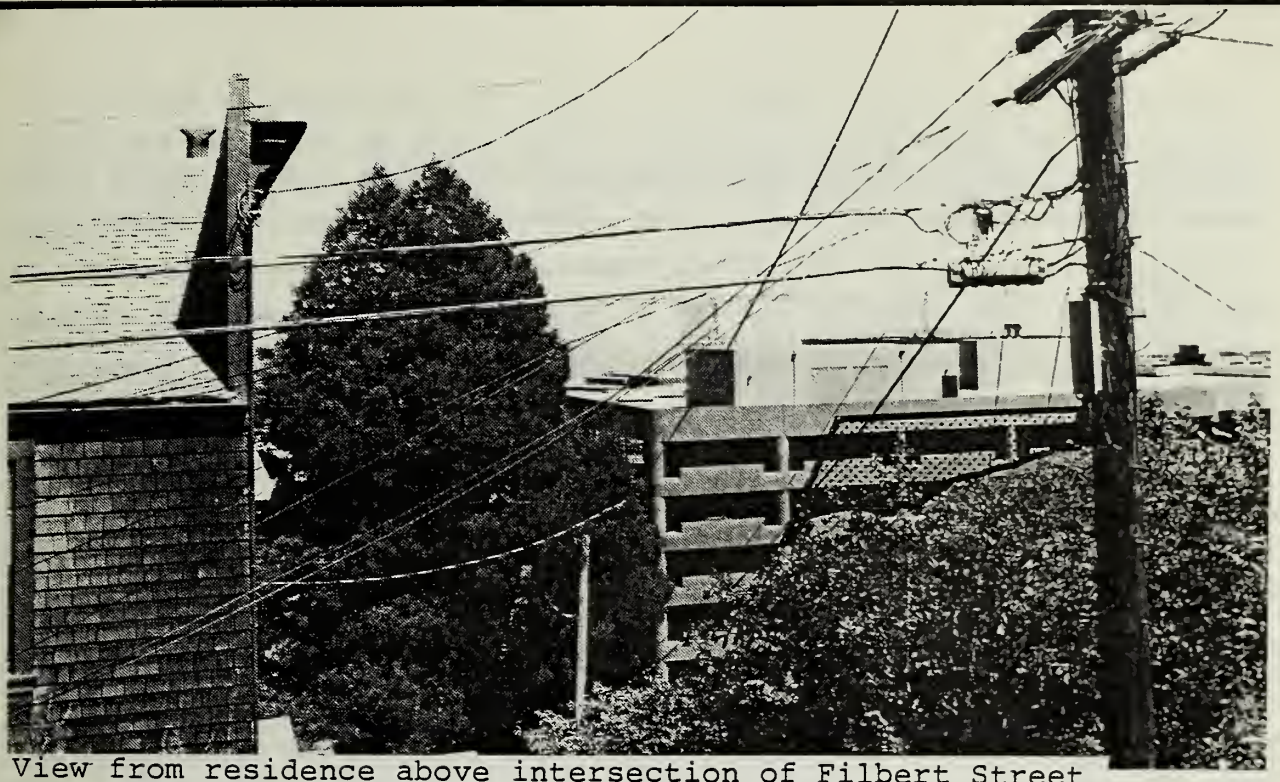


View from residence below intersection of Filbert Street steps and Napier Lane.

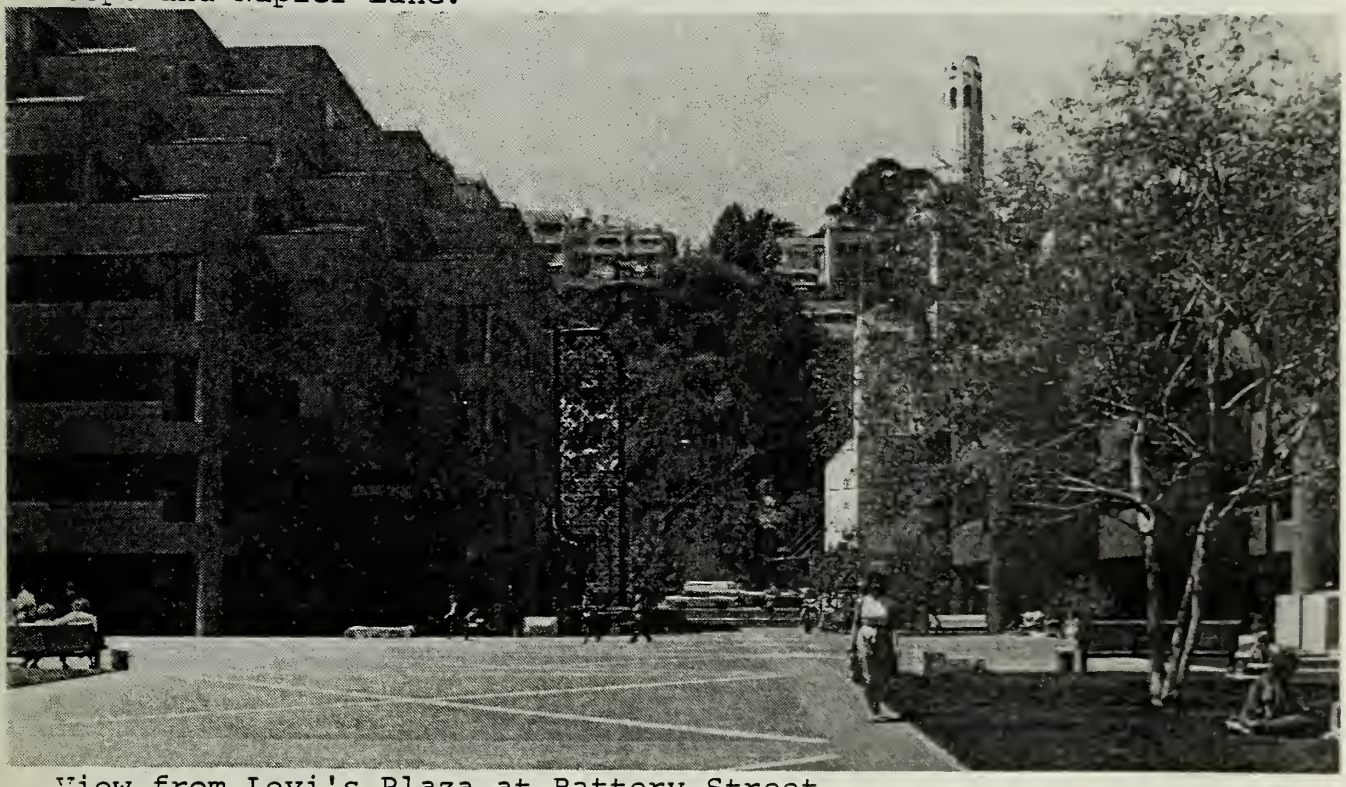
Photomontage: Building Viewed from Observer Points 2 and 3

Source: H.O.K. Associates

Figure No. 10



View from residence above intersection of Filbert Street steps and Napier Lane.



View from Levi's Plaza at Battery Street.

Photomontage: Building Viewed from Observer Points 4 and 5

Source: H.O.K. Associates

Figure No. 11

The proposed project would not add a land use that is unique to the area, but would replace retail use of the site with office use. Office use in the area would therefore be strengthened. The structure would be less in gross square feet than the buildings opposite the site (Levi's Plaza) along the east side of Sansome Street. The structure would be equal in height to the building at the northeast corner of Sansome and Union Streets, two stories higher than the building at the southeast corner of Sansome and Greenwich Streets and five stories less in height than the residential condominium structure under construction at the southwest corner of Lombard and Sansome Streets. The structure would be about equal in length and width to the Walter's warehouse and penthouse opposite the site on the north side of Filbert Street, about 30 to 40 feet taller than the warehouse portion of the building and about as high as the smaller penthouse which rises above the warehouse. The project may therefore be viewed as a structure of less bulk than most surrounding buildings while incrementally increasing the intensity of land use at the Base of Telegraph Hill. The building would serve as a structural mass aiding in the visual transition between larger buildings of the Levi's Plaza project and dwelling units and apartment buildings on the upper portions of Telegraph Hill.

Conservation Policy 6: "Respect the character of older development nearby in the design of new buildings."[1]

Conservation Policy 7: "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character."[1]

The visual form and character of the project area near the Base of Telegraph Hill has been modified and currently is being modified by the construction of Levi's Plaza, encompassing a seven-block area (Figure 2, page 3). Office buildings constructed along Sansome Street east of the project site have been surfaced with red-brown brick tiles respecting the characteristic brick construction of the preserved Cargo West Building, the Italian Swiss Colony Building, and other older structures south of Union Street such as the renovated Ice House at the southeast corner of Union and Sansome Streets.

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[1]Urban Design Plan, pages 25 and 37. Policy 7 in this case refers to the corner of Telegraph Hill.

As expressed by the project architects, the proposed structure is being designed to complement rather than repeat or visually compete with the office buildings and spaces of Levi's Plaza and the garage and condominium structures at Sansome and Lombard Streets.[1]

At the regular meeting of the Landmarks Preservation Advisory Board on 1 July 1981, during a presentation of the project by representatives of the project sponsor, it was noted by the Board that "the area is being built up with a great deal of brick, and that another material would be refreshing."[2]

The building's exterior walls would be fabricated from precast concrete panels with the windows set in from the building's outer walls visually defining the spandrels[3] on the north, east and south sides of the building (Figures 6 and 7, pages 8 and 9. Shadows cast by the spandrels would emphasize the presence of windows on the building's south and east-facing walls. The concrete surfaces would be sandblasted to create a texture similar to the stucco surfaces of the existing structure and portions of the Walters' warehouse and penthouse opposite the site on Filbert Street. The concrete would contain a light buff or beige color similar to the light earth-tone colors of the rock face of Telegraph Hill bordering the west margin of the site. The use of concrete would visually relate to the concrete surfaces of the garage and condominium towers at Lombard and Sansome Streets. The roof of the structure would be surfaced with a light buff colored gravel to complement the color of exterior portions of the building.

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[1]Memorandum to EIP Corporation from HOK Associates, Bob Canfield, project architect, 22 October 1981.

[2]Landmarks Preservation Advisory Board, Minutes of the Regular Meeting, 1 July 1981, Mr. Choy.

[3]Spandrel: In a multi-story building, a panel-like area between the top of a window on one level and the sill (base) of a window in the story above.

The major design feature of the building would be the sloped, glass wall originating at the second level and extending to the roofline. The sloping glass wall would orient toward the intersection of Filbert and Sansome Streets), allowing building occupants views of the Levi's Plaza courtyard and portions of the Bay beyond, and buildings along Sansome Street north of the project site. The sloping glass wall would serve to reduce the apparent mass of the structure and serve to emphasize the intersection of Sansome and Filbert Streets.

Windows of the structure would be a light-grey tinted glass, similar to the grey tinted glass of the Levi's Plaza office buildings, set in grey aluminum window frames. Excluding the sloping glass wall where it would join with the building walls, the corners of the building would be rounded, repeating the rounded building corners of the Levi's Plaza office buildings. The structure's west-facing wall would contain a planting receptacle at the sixth floor level constructed between the rounded building corners (Figure 1, page 2) for the installation of vines to cover the building side for views from Telegraph Hill residents. The west-facing building wall would project five feet outward at the third floor level (Figure 6, page 8) to coincide with the west property line and would contain no windows to avoid direct night light transmission towards neighboring residences. Incandescent lights (electrical lamps with standard light bulbs) would be used in office spaces behind the sloping glass wall described above to maintain a "residential" appearance to light that would emanate from that portion of the structure avoiding light and glare to neighboring properties; fluorescent light that would completely fill offices with light behind the sloping glass wall would not be used. All other windows would be fitted with narrow-slat Venetian (Levelor) blinds. Lights in interior spaces would automatically be turned off at night when office spaces would not be in use to avoid point sources of light or potential glare from interfering with views from residents above the building on Telegraph Hill, occupants of the Walters' Warehouse penthouse and Telegraph Landing condominiums. Because the building's glass wall slopes to the northeast, generally away from the sun, it is not expected that the glass wall would generate sunlight glare on adjacent residential units. However, this aspect of the structure will be studied further in the subsequent focused EIR to be prepared.

Policy 6: "Encourage the provision of landscaping and publicly accessible open space in new development in the base of Telegraph Hill area."[1]

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[1]Northeastern Waterfront Plan, page 30.

As the project site is rather small (7,200 gross square feet), the proposed building would occupy the full lot area as does the structure which currently occupies the site. Public open space would not be removed from the project area nor is any proposed as a result of the project. Street trees would be provided along the front of the building along Sansome Street. The section of Filbert Street adjacent the project site between Sansome Street and Telegraph Hill would be planted with street trees and parking spaces restripped to serve the needs of area residents. The lower landing of the Filbert Street steps (linking Filbert Street to Montgomery Street) would be relocated several feet to a location to be determined for uninterrupted use to accommodate construction of the building. The existing earthen bank near the foot of the Filbert Street steps would be planted with flowering shrubs. The treatment of the Filbert Street Steps during and after construction will be addressed in detail in the subsequent focused EIR to be prepared.

V. ECONOMICS/POPULATION/HOUSING

Environmental Evaluation Checklist

Would the proposed project:	Yes	Maybe	No	N/A	Disc.
1. Alter the density of the area population?	X				X
2. Have a growth-inducing effect?			X		
3. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	X				X
4. Create or eliminate jobs during construction and operation and maintenance of the project?	X				X
5. Create an additional demand for housing in San Francisco?	X				X

Relocation of Present Business

King's Antiques, which previously occupied the project site, employed the owner and one part-time person, and vacated the existing building at the end of the lease term on 15 January 1982.

King's Antiques did not require the project sponsor's assistance in vacating the site. The sponsor offered to extend the lease at the current lease monthly rate on a month-to-month basis. It is not known where King's Antiques relocated, or if the company remained in business at a new location.

Employment and Rental Rates

The project would have the following employment/occupancy characteristics:

Firm Name	Proposed Rentble Sq.Ft. Occupancy	# of Employees	Estimated Employee Annual Income Level	Annual Payroll
Gerson-Bakar & Associates	9,000	25	$21,000	$ 525,000
Wilsey-Bennett Company	9,300	30	30,000	900,000
Proposed Law Firm	15,000	60	25,000	1,500,000
Proposed 1st floor commercial tenant (or office)	5,400	20	15,000	300,000

Source: Gerson Bakar and Associates

Since the building will be occupied and owned primarily by Gerson Bakar & Associates and the Wilsey-Bennett Company, it is difficult to state actual rental rates. It is projected that the occupany cost (mortgage expense and building operating costs) to the two firms would approximate $25-$28 per gross square feet of office space per year. If a law firm or other outside business rents space within the building, it is projected that the rental rate would approximate $28 per gross square feet per year.

The project would increase the daytime population within the project area by about 135 workers. Based on the Department of City Planning Formula, derived from Department housing generation statistics, the project would generate a demand for 39 dwelling units in San Francisco. To date, new office development projects of less than 50,000 gross square feet (and generating a demand for less than 45 housing units), have not been considered as having a significant impact on the City's housing supply.

VI. TRANSPORTATION

Environmental Evaluation Checklist

Would the construction or operation of the project result in:	Yes	Maybe	No	N/A	Disc.
1. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)	X				X
2. An increase in traffic which is substantial in relation to existing loads and street capacity?			X		X
3. Effects on existing parking facilities, or demand for new parking?	X				X
4. Alteration to current patterns of circulation or movement of people and/or goods?			X		X
5. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X			X
6. A need for maintenance or improvement or change in configuration of existing public roads or facilities?		X			
7. Construction of new public roads?			X		

SETTING

Street Network

The project site is served by the north/south, one-way couplet of Sansome and Battery Streets which provide north-south access (Sansome is one-way northbound and Battery is one-way southbound). To the south, Broadway provides an east/west crosstown link and Bay Street has a similar function north of the site. Sansome, Battery, Broadway and Bay

are all designated "Major Thoroughfares"[1] in the Transportation Element of the City's Comprehensive Plan. Sansome and Battery Streets have also been designated "Transit Preferential Streets"[2] in the City's Comprehensive Plan.

Traffic counts conducted by the City[3] and EIP[4] are shown in Table I.

TABLE I

Street	Daily Volume	P.M. Peak Hour Volume*	Date of Count
Sansome/(north of Union)	10,940	905	5/31/78
Sansome (north of Union)	N /A	860	10/13/81
Battery (north of Union)	8,800	660	6/5/78
Battery (north of Union)	N /A	635	10/13/81

*The evening commute period (4:30-6:00 P.M.) contained the highest volume hour of the day for both streets.

On both Sansome and Battery these volumes reflect stable traffic flow conditions associated with Level of Service 'C' or better [5] (two-lane streets can accommodate about 1,200 hourly vehicles at stable flows). The counts indicate volumes have remained relatively stable over the past three years. (It is recognized, however, that volumes probably vary 10+% on a day-to-day basis).

[1] Defined as "crosstown thoroughfares whose primary function is to link districts within the City and to distribute traffic from and to the freeways.

[2] Defined as "an important street for transit operations where interference with transit vehicles by other traffic should be minimized."

[3] Counts conducted by Traffic Engineering Division, San Francisco Dept. of Public Works on 31 May 1978 and 5 June 1978.

[4] Counts conducted by EIP Corporation on 9 October and 13 October 1981.

[5] Institute of Transportation Engineers, Transportation and Traffic Engineering Handbook, Englewood Cliffs, N.J., 1976, p. 338. Service level definitions are included in the Appendix.

Access to/from the Peninsula and the East Bay is available via freeway ramps at Broadway/Sansome and Broadway/Battery. Access to/from the North Bay is more circuitous, reflecting surface street access on The Embarcadero and Bay Street. The regional highway network now experiences congested conditions. The downtown freeway network currently operates at the jammed conditions of service level E-F.[1]

Transit Service

The project site is served by Muni lines and Golden Gate Transit lines (Figure 12, page 34). Muni lines 32 and 42 are currently operating with average p.m. peak hour load factors of 0.30 and 0.50 in the vicinity of the proposed project (see pages 35-36, Transit Impacts, for further discussion).

Pedestrian/Bicycle Facilities

The project site is adjacent to the Filbert Street steps which link the project area with Telegraph Hill. During both the midday and P.M. peak hour periods the sidewalks in the area were observed to operate with unimpeded flow.[2]

Both Sansome and Battery Streets are designated bicycle routes in the Transportation Element of the San Francisco General Plan.

Parking

The project site is in an area of high parking demand. Prior to the initiation of the Levi's Plaza development, the area's 600 off-street parking facilities were about 80% occupied.[3] The Levi's Plaza project will provide about 700 parking spaces (the City's code requirement) and the 600 existing parking spaces will be eliminated by that development. The elimination of these spaces combined with the parking demand by Levi's Plaza development probably will result in 100% utilization of the available parking facilities in the area. Commuters and visitors will probably seek curb parking and off-street parking which is further distant from the Levi's Plaza development. This parking is further than the maximum acceptable walking distance of 800 feet (parking place to destination) for visitors and 2,000 feet for employees (OER guidelines).

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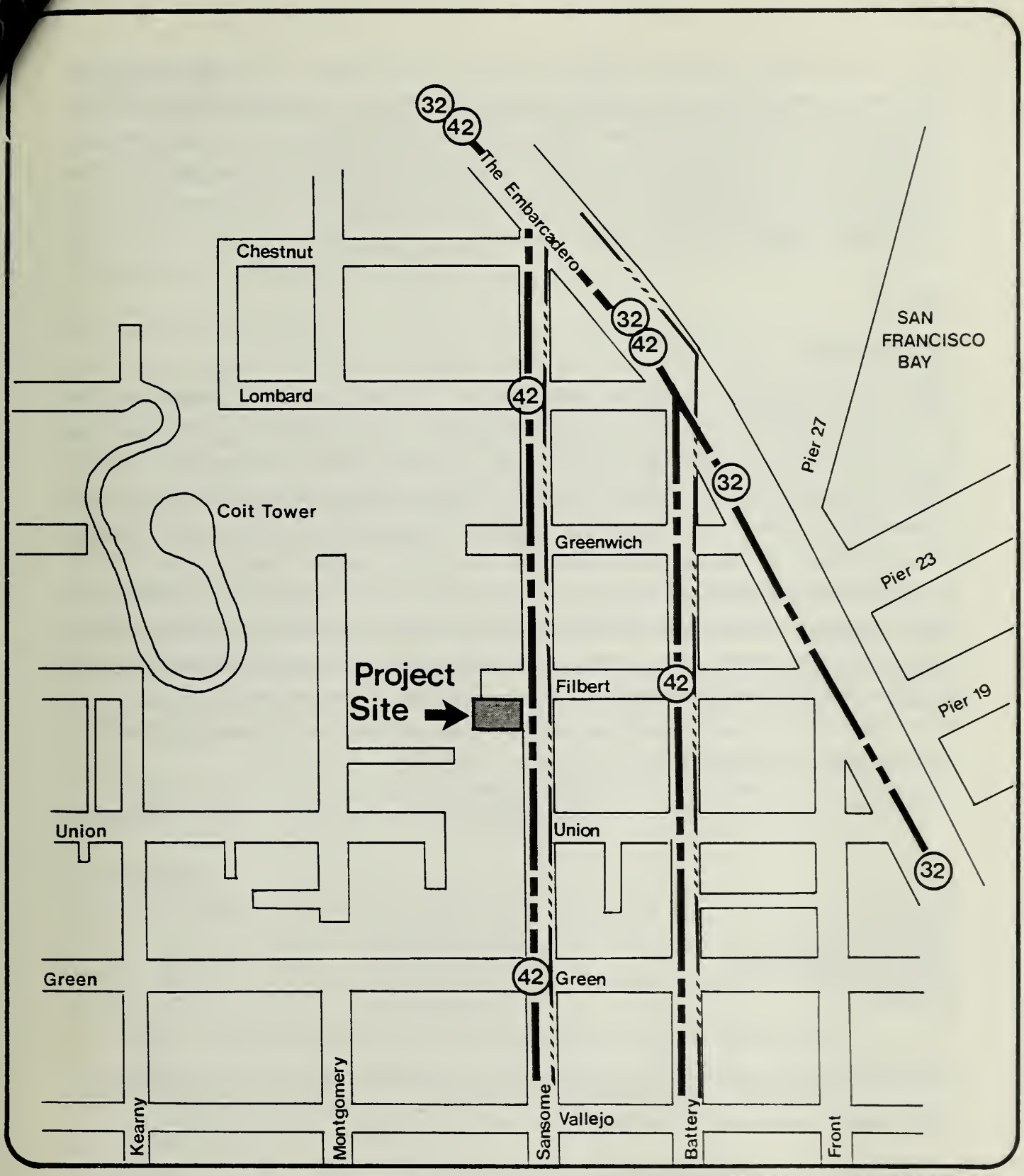
[1] Len Newman, Chief, Highway Operations, Caltrans, telephone conversation, 7 August 1981.

[2] Field review conducted by EIP Corporation, 9 October and 13 October 1981.

[3] San Francisco Department of City Planning, Levi's Plaza FEIR, EE 77.256, San Francisco, certified 14 December 1978.



Existing Transit Service

Legend: 42 Muni Route

Golden Gate Service

North

0 200 400 600

Scale Feet

Figure No. 12

Curb parking along Sansome, Lombard and other streets north of the project site is controlled by residential permit parking (district A). Without a residential permit, these curb spaces are limited to two-hour parking. During field reviews[1] of the site, however, it appeared that curb spaces are frequently occupied by long-term employee parking. This long-term parking is probably a result of employees moving their cars throughout the day and limited enforcement of the two-hour limit.

IMPACTS

Trip Generation

Based on trip generation guidelines established by the City[2] the project would generate about 680 daily person trips and 135 person trips during the PM peak hour. The City also has identified modal split characteristics for downtown office development.[3] These guidelines suggest that about 36% of an office development's person trips are via auto. It is recognized, however, that the project site is not as extensively served by public transit as the downtown. In addition, discussions with the project sponsor indicate about 75% of the project sponsor's 40-45 employees travel via auto.[4] The higher driving ratio for the project sponsor's employees is probably a result of their current office location (in the North Beach area) being less accessible to public transit. The employees' relocation to the proposed project would probably result in a reduction in auto driving. Based on these factors, the ratio of transit travel has been estimated at 50% and the total project's P.M. peak hour trip distribution has been calculated in Table 2.

TABLE 2

50% auto	= 70 person-trips
35% Muni	= 45 person-trips
10% Golden Gate/BART	= 15 person-trips
5% walk	= 5 person-trips
	135

[1] Field reviews conducted by EIP Corporation on 9 October and 13 October 1981.

[2] San Francisco Dept. of City Planning, Guidelines for Environmental Evaluation - Transportation Impacts, San Francisco, July 1980, revised November 1980.

[3] Ibid.

[4] Don Wyler, Gerson Bakar Associates, telephone conversation, 13 October 1981. (The 40=45 employees includes Gerson Baker Associates and Wilsey-Bennett Company).

Street Network

With an assumed occupancy of 1.2 persons per vehicle the proposed project would generate about 60 vehicle trips during the P.M. peak hour. These trips would be distributed between Sansome and Battery Streets, the primary links between the project site and the regional (and crosstown) highway network. This traffic would represent an increase of about 2-3% in the existing traffic volumes on Sansome and Battery Streets. The streets would continue to experience stable traffic flows.

The Levi's Plaza development will result in a cumulative impact on the area's streets. The office portion of that development is about one-half occupied and none of the residential units has been completed.[1] With the completion of this development, about 450 vehicle trips will be added to the street network during the P.M. peak hour.[2] A residential project (Wharf Plaza) containing 225 elderly housing units also is under consideration at Kearny/Francisco, about 6 blocks northwest of the project site.[3] The project would add 30-50 vehicle trips during the P.M. peak hour.[4]

The addition of this traffic would increase volumes on Sansome and Battery Streets by an additional 15-25%. With this added traffic, Battery (near Broadway) and Sansome (near The Embarcadero) probably would experience congestion and unstable flows[5] (Service levels E-F). Other segments of Sansome and Battery would continue to operate satisfactorily (service level C or better).

On the downtown freeway network, congestion will worsen as a result of the downtown development which has been approved but not yet built.

Transit Service

As shown in Table 2, the proposed project would generate about 45 peak hour trips on Muni. Muni lines 32 and 42 currently are operating with P.M. average peak hour load factors[6] of 0.30 and 0.50 in the vicinity of the proposed project.[7] With cumulative

[1] Don Wyler, Gerson Bakar Associates, telephone conversation, 13 October 1981.

[2] San Francisco Dept. of City Planning, Final EIR Levi's Plaza, (EE 77.256), page 102, certified 14 December 1978.

[3] Don Wyler, Op. cit.

[4] 225 units x 4 person-trips daily x 12% peak hour x 30-50% auto mode= 30-50 vehicle trips

[5] San Francisco Dept. of City Planning, Final EIR Levi's Plaza, (EE 77.256), page 102, certified 14 December 1978.

[6] Load factor = ridership/capacity; capacity is defined as 150% of vehicle seating.

[7] Charles Romeyn, Scheduling Dept., S.F. Muni Railway, telephone conversation, January 20, 1982.

downtown development (approved through October 1981, but not yet built) patronage on downtown Muni lies would increase by about 30% and these load factors will be about 0.40 and 0.70, respectively. (These cumulative impacts include Levi's Plaza.) A portion of the project ridership probably would be toward the downtown and therefore would not add to the peak outbound ridership. With the assumption that one-half to two-thirds of the project ridership would be in the outbound direction, the load factors would increase by about 1-2%. The cumulative effect of the residential development at Kearny/Francisco would be a further increase of 0.5-1.0% in the load factors. Both lines would remain well within their capacity.

Golden Gate Transit[1]

Golden Gate Transit operates 147 buses out of the downtown area during the afternoon peak hour; about 120 buses on the Financial District routes serve the project site. On the average, these buses run at their design capacity level as set by Golden Gate policy, i.e. at seating capacity. Golden Gate Transit allows a maximum capacity of 55 passengers per bus (45 seats plus 10 standees) which equates to 8,085 peak hour riders on the 147 buses. Current peak hour ridership out of downtown is estimated at 6,620 passengers. It should be noted that on certain peak runs, more than 10 standees may be present.

The proposed project would add about 5-10 persons to this ridership and the impact of this increase on 120 buses would be negligible. The cumulative ridership of downtown development approved through July 1981, but not yet built (including Levi's Plaza) would be an additional 1,375 peak hour passengers. This increase (about 20-25% over existing levels) would result in standees on many of the outbound runs.

Pedestrian Impacts

The proposed project would generate about 135 P.M. peak hour person-trips, all of which would involve some walking. About 70 pedestrian trips would travel along Sansome Street between the project and parking to the north. About 40-50 pedestrians would cross Sansome Street during the P.M. peak hour to access MUNI and Golden Gate bus stops. The project would not degrade the quality of pedestrian flow on adjacent sidewalks and crosswalks.

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[1] Alan Zahradnik, Planner, Golden Gate Transit, telephone conversation, 27 March 1981.

Parking

The San Francisco Planning Code indicates 77 parking spaces would be needed for the proposed project. The project sponsor would provide these spaces within a parking garage now being built at the southwest corner of Sansome and Lombard Streets (about 600-800 feet north of the project site). The project sponsor has reached an agreement with Blue Jeans Equities West, owner of the adjacent Levi's Plaza project. The agreement provides the project sponsor with the right to park up to 77 cars (under a 65-year lease term). Included within this parking supply would be spaces for van pools and for handicapped, and an area for bicycles. These spaces would be an addition to the spaces previously approved for the Levi's Plaza development. (The 77 parking spaces would be provided by converting an area which was originally designed as a storage area for computer records. The computer firm no longer desires this space and the area is presently surplus.)

It is recognized that the Northeastern Waterfront Plan discourages provision of long-term parking for employee use. The Plan's stated objective and policy with respect to parking are as follows:

Objective: "To facilitate the movement of people and goods within the northeastern waterfront in such a way as to minimize the adverse impact of this movement.

Policy: "Limit additional parking facilities in the Northeastern Waterfront and minimize the impact of this parking. Discourage long-term parking for work trips which could be accommodated by transit. Restrict additional parking to meet needs of additional business, retail, restaurant, marina, and entertainment activities; and (2) long-term parking facility for maritime activities, hotel and residential uses. To the extent possible, locate parking away from the areas of intense pedestrian activity."

Based upon generation rates established by the City,[1] the project would generate about 7-8 truck visits daily. The Planning Code would not require off-street freight loading as a part of the project. The project sponsor would, however, petition the Police Commission to approve installation of a yellow curb freight loading space on Filbert Street.

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[1] William Marconi, Senior Traffic Engineer, San Francisco Department of Public Works, "Commercial Vehicles in a Large Central Business District," no date, Figures 6-9. Available for public review at the Office of Environmental Review, 45 Hyde Street.

The project's 77 parking spaces would be available to project employees, visitors and the public.[1] Monthly rental rates would be charged project employees and visitors or the public would pay the existing hourly rate. Management of the project's parking would be the responsibility of the same entity which manages other Levis Square parking facilities.

Construction Process

The project construction would take about one year. During this period construction activity could encroach on to the sidewalk and curb parking areas, temporarily disrupting pedestrian travel and removing curb parking adjacent to the site.

MITIGATION

Parking

To reduce the use of curb spaces by employees, it is recommended that increased parking enforcement be instituted in the project area.

[1] Don Wyler, Gerson Bakar Associates, telephone conversation, February 17, 1982.

VII. AIR QUALITY, WIND, NOISE AND SHADOW

Environmental Evaluation Checklist

Air Quality Wind, Shadow. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
1. Violation of any ambient quality standard or contribution to an existing air quality violation?	X				X
2. Exposure of sensitive receptors to air pollutants?			X		X
3. Creation of objectionable odors?			X		
4. Burning of any materials including brush, trees, or construction materials?			X		
5. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?		X			X
Noise					
1. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (during construction)		X			X
2. Would existing noise levels impact the proposed use?			X		X
3. Are Title 25 Noise Insulation Standards applicable?			X		

IMPACTS

Air Quality

Construction activity could affect air quality in the vicinity of the project site due to dust generated by building demolition and site grading. There also would be emissions of

carbon monoxide, hydrocarbons, and oxides of nitrogen from the operation of construction machinery. These emissions would not be expected to result in violations of air quality standards.

The operation of the proposed facility would increase traffic at adjacent intersections by less than 5%, which would not result in a measurable increase in local pollution levels. The impact of the project on regional levels, due primarily to increases in regional vehicles miles traveled (VMT), would not be measurable; based on 300 trips averaging 20 miles in length per day, an increase in total regional VMT of less than .01% results. However, in conjunction with other projects, the proposed project would contribute to cumulative impacts which would increase the potential magnitude or frequency of violations of air quality standards.[1]

Wind

Telegraph Hill, with an elevation of about 275 feet above sea level, helps determine the microclimate of the project area by decreasing windspeeds in its southwestern area and causing the westerly winds coming off the Pacific Ocean to flow from a northwesterly direction across the site area.

Due to prevailing northwesterly winds, and the proximity of the site to the vertical rock wall on the east side of Telegraph Hill, the proposed project would not be expected to result in a significant change in local wind flow patterns.

Noise

Existing noise levels in the area are dominated by traffic (automobiles, trucks, and buses). Secondary sources are occasional trains on the Belt Line Railroad, aircraft overflights and construction noise. Measurements made at 3 locations in the vicinity of the project

[1]The project site is located about 2 miles north of the air quality monitoring station operated by the Bay Area Air Quality Management District (BAAQMD) at 900 23rd Street. Data collected at this location show that the air quality is relatively good in San Francisco; in 1980, only the Total Suspended Particulate (dust) air quality standard was violated. (Bay Area Air Quality Management District, Air Currents, Vol. 24, No. 3, San Francisco, March 1981.)

site in 1977 indicated Ldns[1] of 63 dBA, 64 dBA, and 58 dBA, respectively.[2] The Environmental Protection Element of the San Francisco Comprehensive Plan contains guidelines for determining the compatibility of various land uses with different noise environments. Since office development is ordinarily considered acceptable in environments with Ldn less than 65 dBA,[3] the proposed project is within acceptable limits.

The noise impacts of the proposed project would be due to construction, operation of mechanical equipment including heating, cooling, ventilation and elevator systems, and traffic generated by the proposed facility.

Project construction would take approximately 13 months and would involve removal of the existing structure, preparation of the site, and construction of the proposed structure. These activities temporarily would result in noise levels in excess of those currently at the site vicinity.

The San Francisco Noise Ordinance[4] limits noise emissions from powered construction equipment other than impact tools to 80 dBA at 100 feet. The steel frame of the building would for the most part be welded, but there would be some connections requiring the use of impact wrenches. Although the use of impact tools would not include pile driving, noise levels at residences which are within about 100 feet of the project site, including the Walter's Warehouse penthouse, would occasionally reach 89 dBA during use of impact tools during framing of the building, and 74 dBA at other times. This would be expected to result in interior noise levels in residences within 100 feet distance of the project site

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[1]Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noise (noise between 10 P.M. and 7 A.M. is weighted 10 dBA higher than daytime noise).

dBA is the measurement of sound in units of decibels (dB). The "A" denotes the A-weighted scale which stimulates the response of the human ear to various frequencies of sound.

[2]Department of City Planning, EIR, Levi's Plaza, EE 77.256, certified 14 December 1978.

[3]City of San Francisco Comprehensive Plan, Environmental Protection Element, Transportation Noise Section, adopted by City Planning Commission in Resolution 7244, 19 September 1974.

[4]San Francisco Noise Ordinance (Section 2907(b), San Francisco Municipal Code part II, Chapter VIII, Section 1, Article 29, 1972.

of 74 dBA and 59 dBA, respectively, with windows open, and 59 dBA and 44 dBA, respectively, with windows closed. Generally noise levels above 60 dBA interfere with normal speech; therefore the expected noise due to construction would be expected to occasionally annoy and distract residents within 100 feet of the project site at periodic intervals. Framing of the building would be expected to take about five weeks.[1] Residents away from the project site along upper Filbert Street and near the top of Telegraph Hill would not be expected to be adversely affected due to construction noise, to the degree residents within 100 feet of the project site would be affected. Noise levels in dBA would be reduced as one would move further from the project site, and the amount of noise reduction would vary with respect to receiver location, intervening structures between the receiver and project site, climatic and wind conditions.

After the structure would be built and occupied, noise associated with building operations would not increase day and nighttime noise levels above those presently existing at the site. The amount of traffic generated by the project during any hour of the day would cause traffic noise to increase less than 1 dBA which would not be a perceptible increase. Due to the planned design, no perceptible noise impact would be expected due to the operation of the building's mechanical equipment which would be contained within the building's interior. The structure is intended for day use, and the mechanical equipment would be turned off at night.

Construction generally would occur between the hours of 8 A.M. and 5 P.M. Construction would not occur on weekends.

Shadows

Figures 13, 14 and 15, pages 43, 44 and 45 indicate shadow patterns the proposed structure would project during various portions of the year. The analysis is for periods when the sun would be lowest in the sky (Dec. 21), through the period in which the sun would be highest in the sky (June 21). The times of analysis are 9 A.M. and 12 noon wherein the proposed building would cast maximum and minimum shadows, respectively. At 4 P.M. the project would be within the shadow cast by Telegraph Hill in all seasons. At

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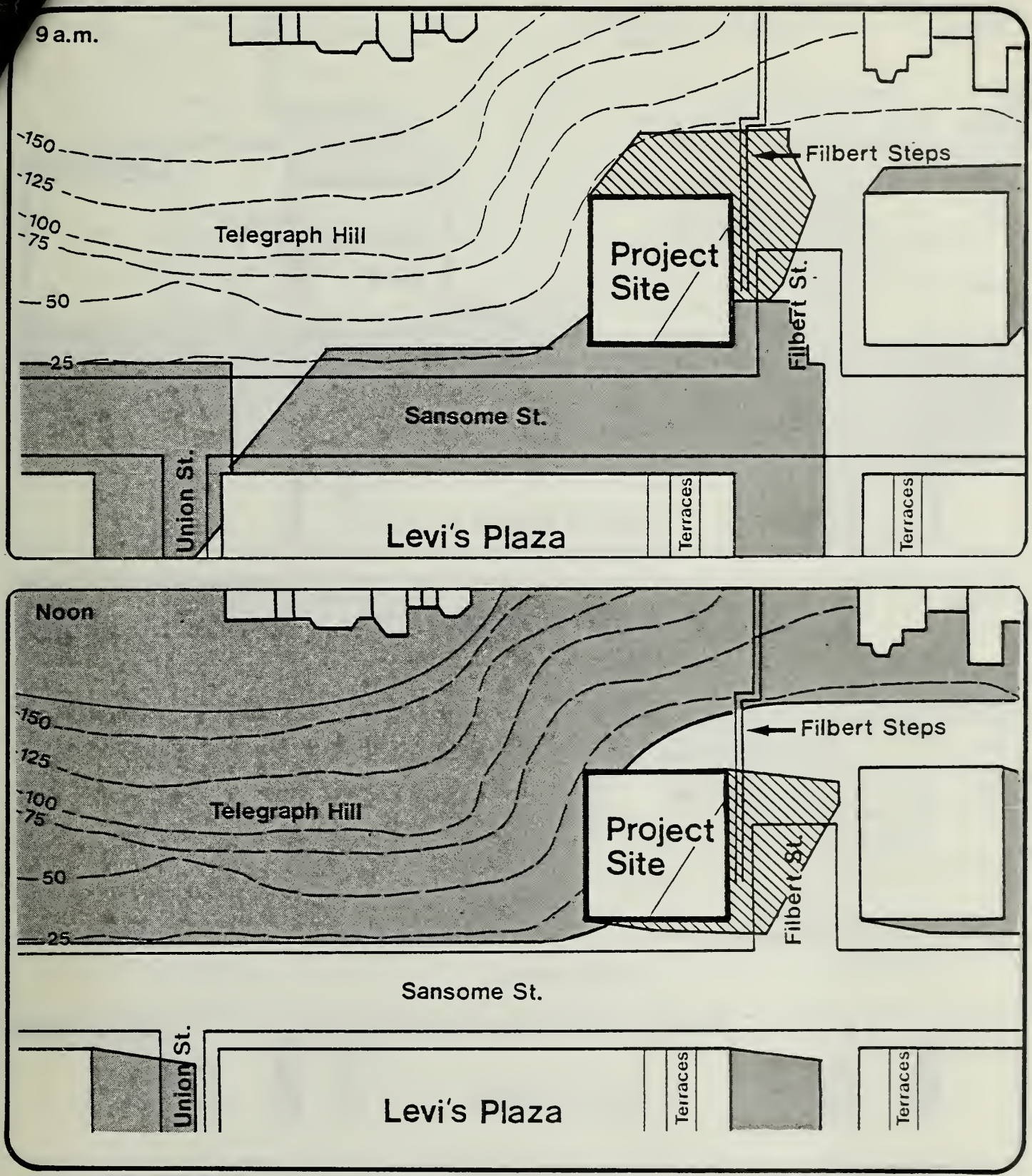
[1] Jim Passage, Construction Estimator, Apersey Construction Company, telephone conversation, 3 November 1972.



Shadow Patterns-March/September

North

Existing Shadows

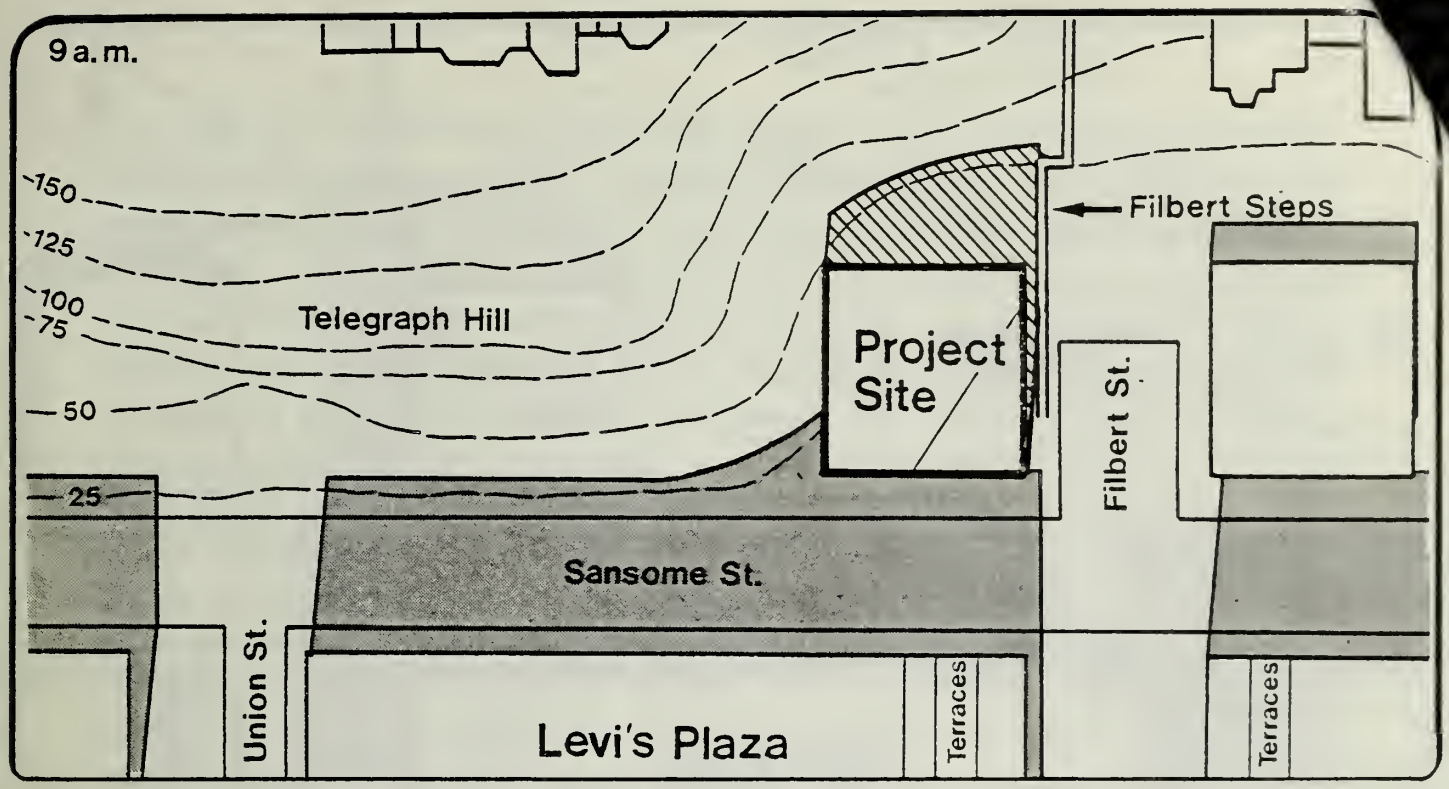
Shadows Added by Proposed Project

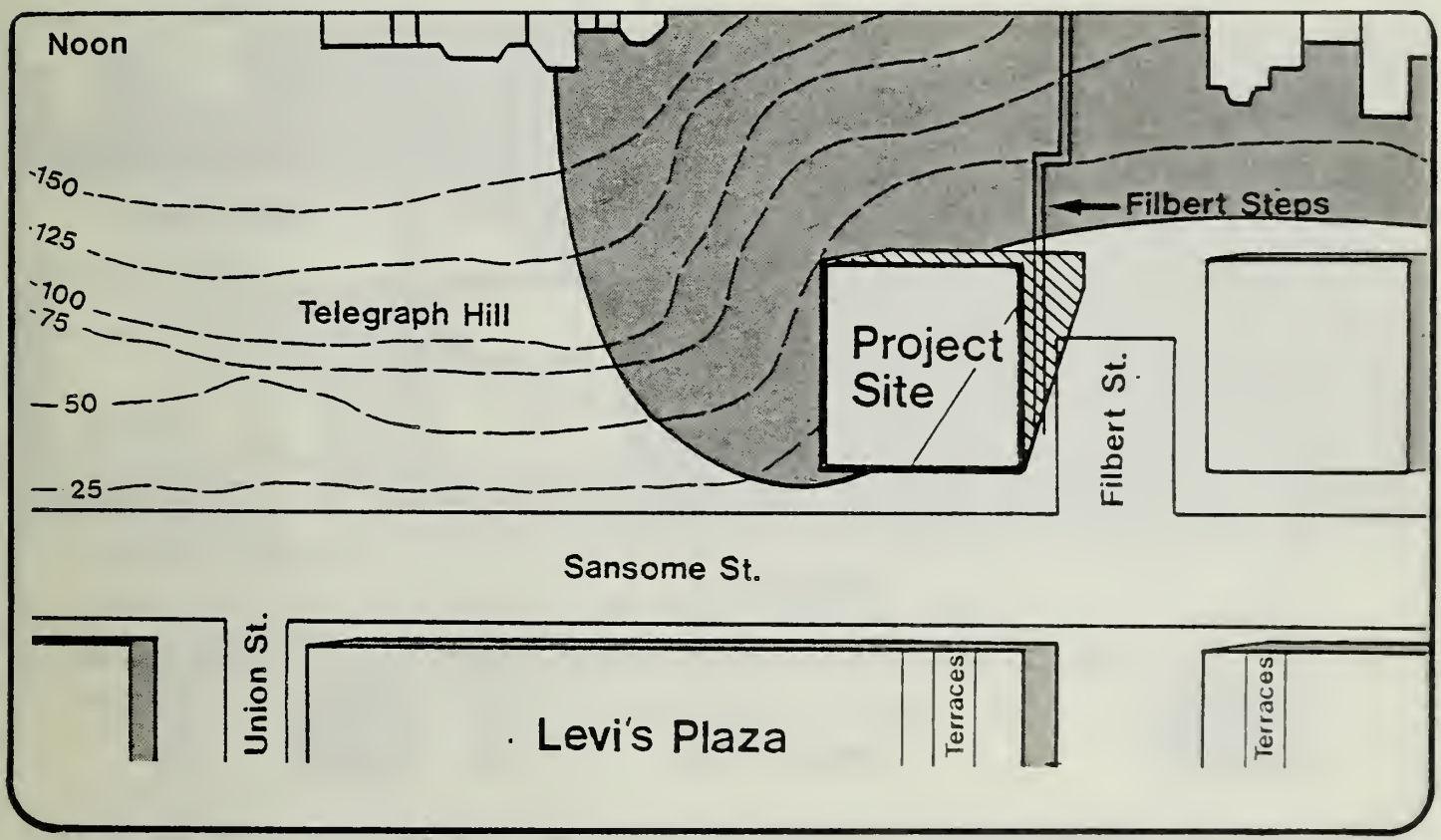
0 25 50 100

Scale Feet

SOURCE: EIP Corporation

Figure No. 13





Shadow Patterns-June

Existing Shadows

Shadows Added by Proposed Project

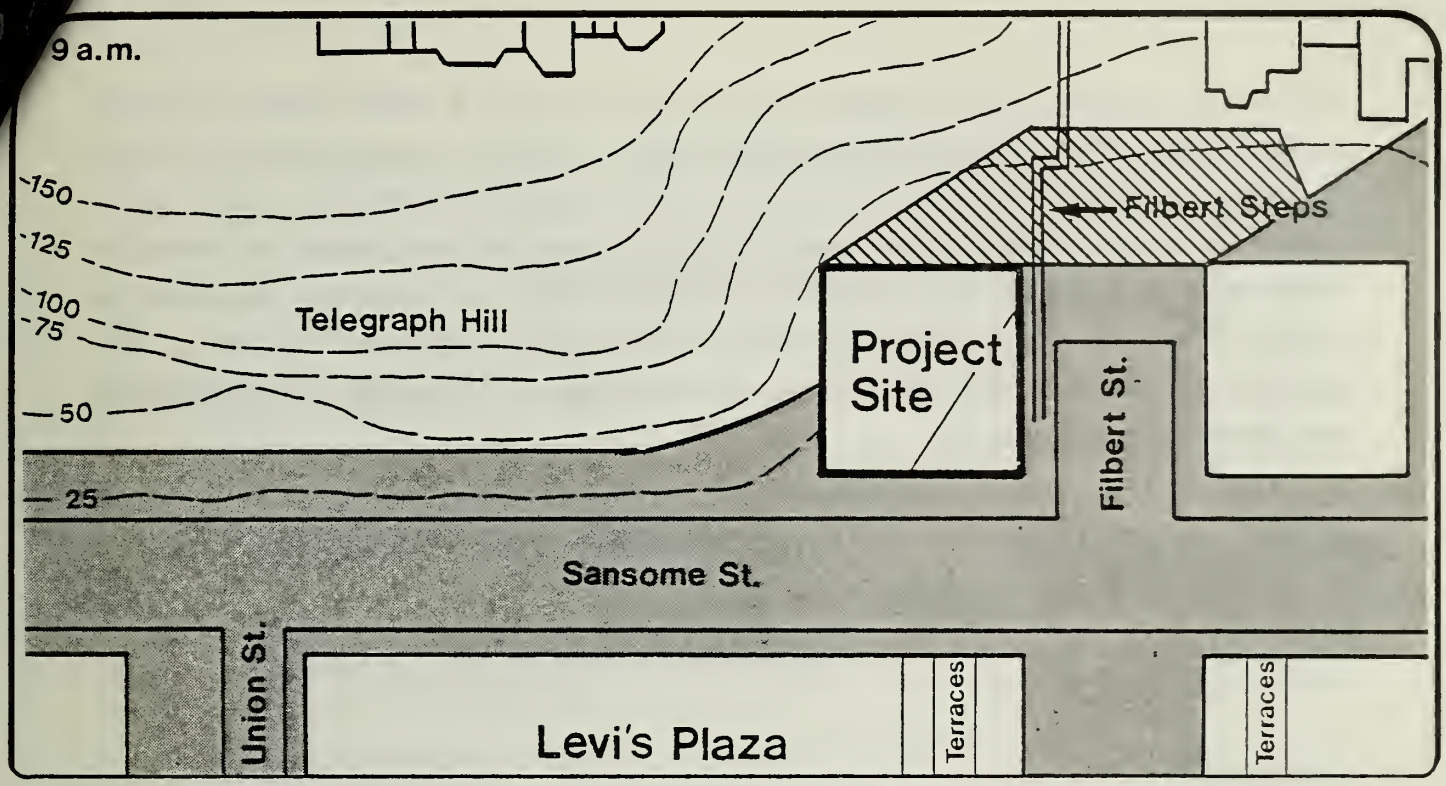
SOURCE: EIP Corporation

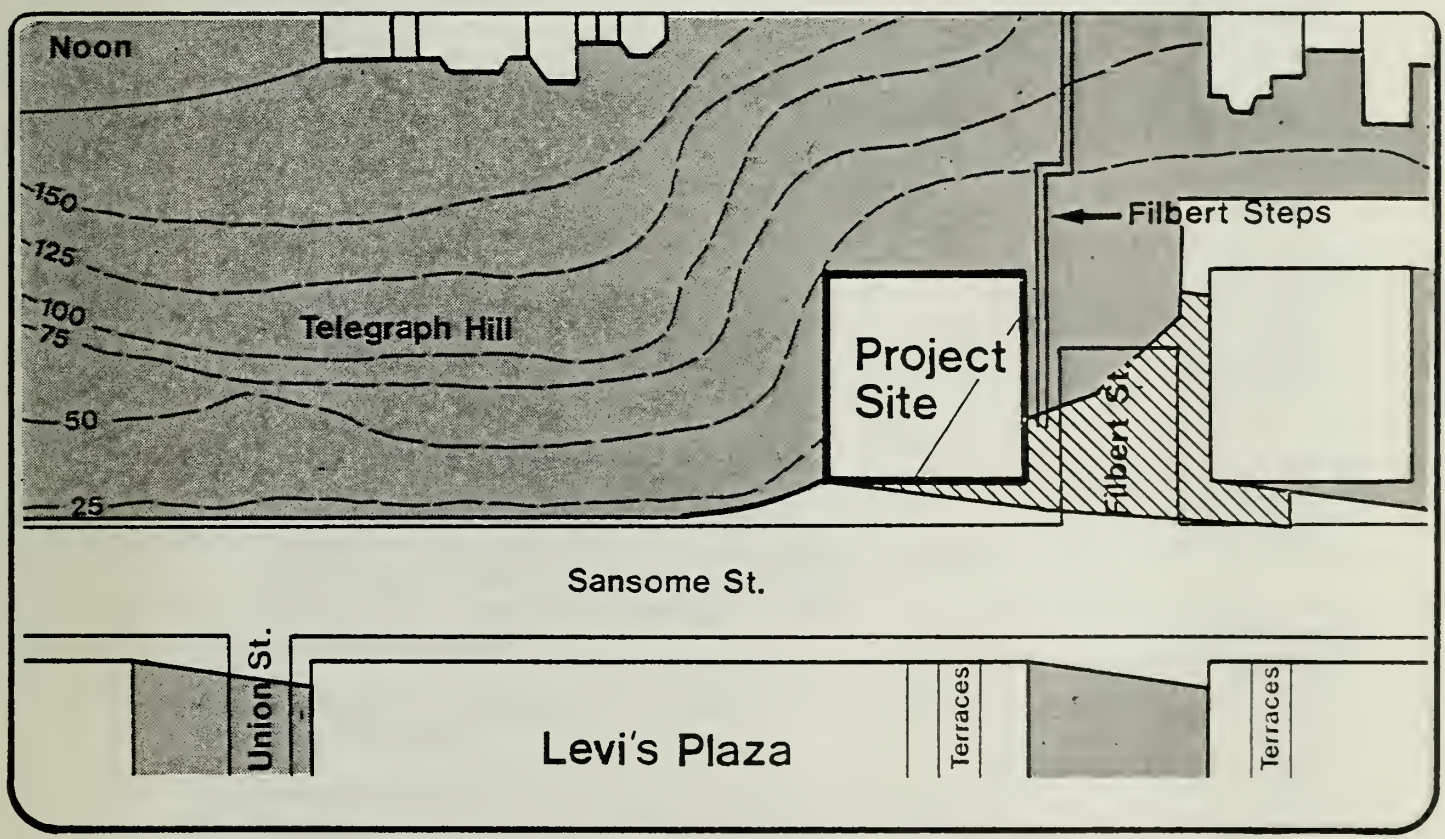
North

0 25 50 100

Scale Feet

Figure No. 14





Shadow Patterns-December

Existing Shadows

Shadows Added by Proposed Project

SOURCE: EIP Corporation

North

0 25 50 100

Scale Feet

Figure No. 15

9 A.M. during spring, fall and winter, the project would cast a shadow across the lower portion of the Filbert Street steps, but would not cast a shadow across the steps at 9 A.M. in summer. At 12 noon during the spring, summer and fall, the building would cast a shadow across the landing of the steps at Filbert Street; the steps would be within the shadow cast by Telegraph Hill at 12 noon during the winter, and would also be within the shadow of the hill during afternoon periods during other portions of the year. The proposal project would not cast shadows on the gardens of Telegraph Hill planted and maintained by local residents.

VIII. COMMUNITY SERVICES

Environmental Evaluation Checklist

Utilities and Public Services. Would the proposed project:	Yes	Maybe	No	N/A	Disc.
Have an effect upon, or result in a need for, new or altered governmental services in any of the following?					
1. fire protection	_	_	X	X	
2. police protection	_	_	X	X	
3. schools	_	_	X	_	
4. parks or other recreational facilities	_	_	X	_	
5. maintenance of public facilities	_	_	X	_	
6. power or natural gas	X	_	_	X	
7. communications systems	_	_	X	_	
8. water	X	_	_	X	
9. sewer/storm water drainage	X	_	_	X	
10. solid waste collection and disposal	_	_	X	X	

Hazards. Would the proposed project result in:					
1. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers or public health and safety?	_	_	X	_	
2. Creation of or exposure to a potential health hazard?	_	_	X	_	
3. Possible interference with an emergency response plan or emergency evacuation plan?	_	_	X	X	

IMPACTS

Fire

The proposed project would increase the building area of the site and the number of persons using the project area and may increase the fire hazard. The 84-foot tall

structure is classified as a high rise and would have to conform to applicable standards of the San Francisco building code. Emergency access doors would be provided on Sansome and Filbert Streets. A fire safety director would be required at the office building who would be trained through a fire prevention course provided by the Bureau of Fire Prevention. The course trains the employee to be prepared for various situations ranging from bomb scares to earthquakes. This person would be responsible to establish an evaluation plan for the building's employees. The City's emergency response plan provides for a "command post" to be established at the Central Fire Department located near City Hall) where a line of communications between utilities and services would be set up to keep agencies advised as to the locales and severity of problems. These stations serve the project area: Station 13 at 530 Sansome, Station 28 at 1814 Stockton and Station 2 at 1340 Powell Street. Water pressure is adequate in the project area for fire suppression. The project would not require additional Fire Department personnel or equipment.[1] Cumulatively, if more than one 2 or 3 alarm fires would occur in the project area, the fire department could experience some difficulty in additional fire protection due to the availability of men and equipment as the department must also maintain fire protection for the rest of the City. The structure would be constructed to adhere to the requirements set forth by the San Francisco Building Code.[1]

Police

The project is patrolled regularly by the San Francisco Police Department. The project site is within Central District reporting area 316. For the first 9 months of 1981, 324 incidents of crime were reported, ranking the area 19th in Central District's 26 reporting areas. The proposed 41,000-square foot office building would increase population and personal property on the site, thereby increasing the opportunity for crime. However, street lighting would be increased at the site and security features would be incorporated into design of the elevator, stairwells and entry doors. No guard or monitoring system is anticipated at the proposed project. Additional manpower or equipment would not be required by the Police Department for the project.[2]

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[1] Joseph Sullivan, Chief, Planning, San Francisco Fire Department, telephone conversations, 27 October and 4 November 1981.

[2] Paul Libert, Sergeant, Crime Analysis, San Francisco Police Department, telephone conversation, 26 October 1981.

Water

The proposed office would use an estimated 1,350 to 2,025[1] gallons per day. There is an 8-inch low pressure water main on Sansome which would serve the project site. The water main is of adequate size to serve the demands of the proposed project.[2]

Wastewater

The amount of wastewater generated would be approximately the same as the water consumed. A 12-inch main under Filbert and an 8-foot 6-inch sewer under Sansome have adequate capacity to serve the project.[3] Wastewater is carried to the Northpoint Water Pollution Control Plant, which has a general maximum capacity of 135 million gallons per day (mgd) and an emergency capacity of 150 mgd.

Energy

There would be an increase in energy consumption at the project site. A gas main beneath Sansome Street and overhead electrical lines in front of the project site would serve the proposed building. PG&E does not anticipate gas or electric supply problems (see Section X, page 53, Energy).[4]

Solid Waste

Golden Gate Disposal Company serves the project area. Solid waste removal takes place as often as necessary or requested and is brought to a transfer station west of Candlestick Park before its final destination, the Mountain View dump. The proposed project is anticipated to generate about 400 dry pounds of solid (paper) waste per day or 1 ton per work week.[5] Trash compactors would not be used in the building; solid waste would be

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[1]Rau, J.G., and D.C. Wooten, Environmental Impact Analysis Handbook, Table 6.11, McGraw-Hill, New York 1980.

[2]Cy Wentworth, Water Estimator, City Distribution Division, San Francisco Water Department, telephone conversation, 26 October 1981.

[3]Nat Lee, Engineer, San Francisco Clean Water Program, Department of Public Works, telephone conversation, 26 October 1981.

[4]Bill MacIntosh, Industrial Power Engineer, Pacific Gas and Electric, telephone conversation, 26 October 1981.

[5]State of California, Solid Waste Management Board, 1974 Solid Waste Generation Factors in California, total gross sq. ft. x 1 lb. per 100 gross sq. ft. per day.

bagged or deposited in front loader containers.[1] There would be no use of toxic substances in the building requiring ultimate disposal.

[1] Inez Bini, Assistant Office Manager, Golden Gate Disposal Company, telephone conversation, 26 October 1981.

IX. SOILS AND GEOLOGY[1]

Environmental Evaluation Checklist

	Yes	Maybe	No	N/A	Disc.
Land. Would proposed project result in or be subject to:					
1. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	_	X	_	_	X
2. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	X	_	_	_	X
3. Generation of substantial spoils during site preparation, grading, dredging or fill?	_	_	X	_	X
Water. Would the proposed project result in:					
1. Reduction in the quality of surface water?	_	_	X	_	_
2. Change in runoff or alteration to drainage patterns?	_	_	X	_	_
3. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	_	_	X	_	X

Soils and geology will be discussed in detail in subsequent environmental documentation. The following brief analysis is provided for this Initial Study:

The site is level at approximately +12 feet San Francisco Datum.[2] Adjacent rock slopes south and west of the site are between 100 and 140 feet high having overall inclinations of about 1/2:1 to 3/4:1 with localized vertical or overhanging sections. The site and adjacent slopes are underlain by sandstone, with some siltstone and shale, of the Franciscan Formation.

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[1]The material in this section is derived from: Wood, W.C., Dames & Moore Associates, Report, Geotechnical Consultation, 1299 Sansome Street, San Francisco, 7 October 1981. This document is available for inspection at the San Francisco Office of Environmental Review, 45 Hyde Street, San Francisco, CA, 94102.

[2]San Francisco Datum is approximately 8.6 feet above mean sea level.

The site is within the area quarried during the late 1800s for sea wall construction. In 1971 a rock slide involving tens of thousands of cubic yards of rock occurred along the old quarry wall several blocks northwest of the site. In 1978 a massive block (wedge-shaped because of the intersecting sets of fractures) slid from the hill slope 200 feet south of the project site. In 1967 movement of surface soil and weathered rock undermined a residential structure on Alta Street south of the site. Debris from recent rock falls has accumulated at the southwest corner of the existing building on the site.

The existing building has a finished floor about 3 feet above the grade of the proposed project. It is not known whether the existing floor is on solid rock or backfill. In either case, approximately 1,300 cubic yards (up to 3,500 tons) of rock debris would need to be excavated to level the site and remove the accumulated rockfall material from the southwest corner of the property.

There are no ornamental or decorative trees on the site and none would be affected by grading operations.[1] In order to remove seepage water or runoff accumulating beneath the structure, the ground floor slab would be provided with an underdrain system of perforated pipes and a 6" thick layer of permeable material draining to a sump. Drain rock and perforated pipes and a 6" thick layer of permeable material draining to a sump. Drain rock and perforated pipe also would be provided behind the walls or retaining structures bearing against the hill slopes.[2]

No piledriving is planned for the site since the building would be supported on spread footings.

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[1] An existing tree, about 15 feet high located eleven feet from the north building wall, would be removed by the site demolition contractor prior to building construction. The tree is not located on the property of any area resident, but is located off the project site adjacent the existing loading dock in the Filbert Street right-of-way.

[2] Wood, W.C., Dames & Moore Associates, Report, Geotechnical Consultation, 1299 Sansome Street, San Francisco, 7 October 1981, page 8.

No dewatering is planned for the site, other than the proposed underdrain system, since no excavation would take place below the water table. The water table is close to the surface in areas underlain by bedrock around the Base of Telegraph Hill[1] but is probably in a perched or trapped condition[2] thereby reflecting recent surface runoff conditions rather than deep groundwater conditions.

The most probable seismic-induced hazard that would affect the proposed project is landsliding.[3] Since the site is on bedrock[4] there is no danger of liquefaction or subsidence.[5] The site is not crossed by any active fault[6] and the site is 4 feet above the predicted tsunami runup for the 500-year flood at high tide.[7] Estimated groundshaking at the site during a great earthquake would be "strong."[8]

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[1]Department of City Planning, Final EIR, Levi's Plaza, EE 77.256, San Francisco, certified 14 December 1978, Vol. I, p. 53.

[2]Wood, W.C., Dames & Moore Associates, Report, Geotechnical Consultation, 1299 Sansome Street, San Francisco, 7 October 1981, page 8.

[3]URS/John A. Blume and Asssociates, San Francisco Seismic Safety Investigation, San Francisco, June 1974, Figure 4.

[4]Wood, Op. cit., page 3.

[5]The 1852 Shoreline, which is approximately the western limit of artificial fill in this area, crosses Filbert Street 200 feet east of Sansome Street

[6]Schlocker, J., Geology of the San Francisco North Quadrangle, California, Wash. D.C., U.S. Geological Survey Prof. Paper 782, 1974, plate I, scale 1:24,000.

[7]Garcia, A. and J. Houston, Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Wash., D.C., U.S. Army Corps of Engineers, Tech. Report H-75-17, November 1975, Figure 55.

[8]URS/John A. Blume and Asssociates, San Francisco Seismic Safety Investigation, San Francisco, June 1974, Figure 3.

X. ENERGY[1]

Environmental Evaluation Checklist

Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
1. Any change in consumption of energy?	X				X
2. Substantial increase in demand on existing energy sources?			X		
3. An effect on the potential use, extraction, conservation or depletion of a natural resource?			X		X

SETTING

Energy was used on site by the previous antique goods dealer leasing the existing building. Annual energy consumption was approximately one billion BTU, equivalent to 180 barrels of oil.[2]

IMPACTS

The project would increase consumption of non-renewable energy resources on the site. Site preparation and building construction would require approximately 10 billion BTU of energy, equivalent to 1,790 barrels of oil.[3]

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[1]Natural gas consumption calculations supplied by Vann Engineering Corporation, 8 October 1981. Electrical consumption calculations supplied by The Engineering Enterprise, 26 October 1981. Both documents are available for review at the San Francisco Office of Environmental Review, 45 Hyde Street, San Francisco, CA, 94102.

[2]Hugh Carter Engineering Corporation, Non-Residential Energy Conservation Standards, Title 24, Economic and Energy Effectiveness Study, State of California Energy Resources Conservation and Development Commission, 5 November 1975.

[3]Assumes a construction cost of 4 million (1981) dollars and a ratio of 2,500 BTU per 1981 dollar (Tetra Technology, Energy Use in the Contract Construction Industry, Arlington, Virginia, 1975).

The project's estimated average monthly electrical consumption would be 45,000 kilowatt hours (Kwh), equivalent to 1.01 Kwh per gross square foot of air conditioned floor area. This figure can be compared with consumption rates at recently approved buildings of 1.2, 2.5, and 1.9 Kwh per square foot at 505 Sansome, and 495 and 444 Market, respectively.

Generation of electricity to satisfy monthly project demand would require 423 million BTU, equivalent to 76 barrels of oil, of non-renewable energy consumed at the source, plus 29 million BTU of renewable energy.[1,2,3] The connected kilowatt load would be 395 kw.

The project would consume an average of 35 million BTU of natural gas per month, equivalent to 350 therms of natural gas. This is equivalent to a monthly average of 800 BTU per gross square foot of air conditioned floor area. The magnitude of the peak natural gas demand would be 1.2 million BTU per day, equivalent to 12 therms of natural gas per gross square of air conditioned floor area. This can be compared to rates of 7,900, 6,600 and 2,640, respectively, for the buildings in the preceding paragraph.

Project electricity demand would peak in August at 2:30 P.M., when demand for electricity would be high, system wide. PG&E's peak electricity demand is also in August, although at 4:00 P.M. Project natural gas demand peaks in January at 8:30 A.M.; this would coincide with PG&E's peak use period which occurs from 6:00 to 9:00 P.M. in January.

Lifetime Energy Costs

Based upon an expected lifetime of 65 years for the building, and excluding transportation energy use, the project's lifetime energy use would be 404 billion BTU,

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[1]BTU (British Thermal Unit): A standard unit for measuring heat equal to that from burning one standard wooden kitchen match. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.98 calories) at Sea Level.

[2]Assumes a generating mix of 19% hydroelectrically generated energy (Pacific Gas & Electric Annual Report to Stockholders 1980).

[3]Energy conversion factors:
1 barrel crude oil = 5.6 million BTU
1 gallon diesel = 140,000 BTU
1 KWH = 10,239 BTU assuming operational efficiency of 33% for fossil or nuclear fueled power plant.

equivalent to 73,000 barrels of oil, of which 10 billion BTU would be for construction, 356 billion BTU for electricity, 28 billion BTU for gas and 10 billion for demolition.

Title 24, Division 20, Article 2 of the California Administrative Code regarding Energy Conservation Standards for New Non-Residential Buildings sets a maximum allowable energy consumption for non-residential buildings with an occupancy of under 300 persons of 141,000 BTU per gross square foot of heated and cooled floor space per year.[1] The corresponding figure for this project is estimated at 134,000 BTU; Title 24 requires that the structure's energy budget be analyzed by an independent consultant prior to the issuance of a building permit. This would result in a more accurate estimate of the project's energy budget due to the application of a state approved energy analysis program and the additional details of the building design which will be available later in the design process.

There would be motor vehicle energy consumption by occupants of the building. Based upon the estimated regional Vehicle Miles Travelled (VMT) resulting from project-generated traffic, annual auto transportation energy consumption would be 72,000 gallons of gasoline, equivalent to 9 billion BTU or 1,600 barrels of oil. This would be about 3% of the structure's estimated annual energy use. Energy consumed for bus, rail, and ferry transit would be in addition to this quantity of energy.

XI. MITIGATION

Measures Proposed as Part of Project

1. Visual Quality and Urban Design

   a) Street trees would be provided along Sansome in front of the building.

   b) The northeast corner of the building would be canted (sloped) inward from the third floor to the roof to avoid obstructing views to the Bay from residents of Telegraph Hill near the Filbert Street steps. In addition, no rooftop mechanical penthouse would be constructed; all mechanical equipment would be housed within the building's interior.

   c) The existing earthen bank near the foot of the Filbert Street steps would be planted with flowering shrubs.

2. Land Use

   The proposed project would conform to the height and bulk requirements of the San Francisco Planning Code. A variance would be sought to allow off-site parking of 77 spaces.

3. Transportation

   a) Improvements, as yet unspecified, would be made to the Filbert Street steps connection to Filbert Street adjacent to the project. The Filbert Street sidewalk and curb area would be reconstructed adjacent to the project. (This reconstruction would enhance pedestrian access and discourge vehicles from parking on the sidwalk area). These features will be addressed in detail in the subsequent focused EIR.

   b) Parking would be provided off-site within an 800-foot walking distance at an existing parking facility under a 65-year lease agreement.

   c) The project sponsor would contribute to a fund for maintaining and augmenting transportation services, in an amount proportionate to the demand created by the project, through an equitable funding mechanism (transit improvement fee and/or transit assessment district).

   d) The project sponsor would encourage transit use by employees in the proposed building by means including the sale on-site of BART and MUNI passes, and promoting an employee car pool/van pool system in cooperation with RIDES for Bay Area commuters, or other such enterprises.

e) When the project is completed the project sponsor would, in consultation with the Department of City Planning, implement a flexible time system for employee working hours.

f) Within a year from completion of the project, the project sponsor would conduct a survey in accordance with methodology approved by the Department of City Planning, to assess actual trip generation patterns of project occupants, and actual pickup and drop off areas for car poolers and van poolers. This survey would be made available to the Department of City Planning. Alternatively, at the request of the Department of City Planning the project sponsor would provide an equitable in-lieu contribution for an overall survey of the downtown area to be conducted by the City.

g) During the construction process, pedestrian access would be maintained along Sansome Street adjacent to the project site and along the Filbert Street steps. Construction deliveries would not be allowed during the peak traffic hours (7:30-8:30 A.M. and 4:30-5:30 P.M.).

h) Eyebolts (to support future Muni electrification wires) would be incorporated into the project.

i) One on-street freight loading space would be provided on Filbert Street, subject to approval by the Police Commission and Department of Public Works.

j) The project sponsor would request increased enforcement of parking regulations in the area.

4. Noise

Ventilation and air conditioning cooling towers would be housed in a sound-insulated "chimney" at about the fifth floor level to reduce mechanical equipment noise.

5. Community Services

a) The project sponsor would assign a fire safety director for the building who would be trained through a fire prevention course provided by the Bureau of Fire Prevention.

b) The building design would incorporate internal security features in elevator, stairwell and entry door areas. Exterior lighting would be designed to reduce opportunities for crime. The garage structure would be well lighted during evening and early morning hours to provide greater safety for users, especially workers taking advantage of flex time work hours.

c) An evacuation and emergency response plan would be developed by project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Sevices and implemented by building management before issuance by the Department of Public Works of final building permits.

6. Energy

Measures Proposed as Part of Project

a) All recessed fluorescent lighting fixtures in the office spaces would be the return air/heat extract type. This feature improves fixture efficiency (approximately...)-(approximately 10% more light for the same power draw) and reduces the cooling load requirements for the building, since a major portion of the fixtures' heat is drawn into the return air plenum and does not enter the air conditioned spaces.

b) Most fluorescent fixtures for the office space would contain 3 tubes, allowing the user to select one-third, two thirds or full-level light output depending on the user's needs and daylight contribution.

c) All enclosed offices would contain 2 local switches to allow the user to select the desired light level (one-third, two-thirds or full-level).

d) HVAC equipment with the highest coefficient of performance would be used.

e) An air type economizer cycle would be used to take advantage of outside air when it is cool enough to provide cooling without using the chiller.

f) Relief air during the economizer cycle would be used to lower the temperature in the cooling tower, thus driving the coefficient of performance up.

g) Inlet vanes on the main supply fans would be used to reduce the horse power during part load conditions.

h) Reset temperatures would be used to reduce or turn off boiler as the outside temperature rises.

i) Reset temperatures would be used to provide only enough cooling to satisfy the warmest zone.

j) "Dead band" type variable air volume boxes and room thermostats would be used to ensure that simultaneous cooling and heating do not occur.

k) The project sponsor would cooperate with the architect to develop well-insulated walls, roofs and floors to provide the best heat-resistant envelope possible.

Energy Conservation Measures Considered But Rejected

a) Employ air-to-air heat exchangers to temper the incoming outside air with heat either rejected from or added to the exhaust air.

Rejected because:

- Costly and inefficient.
- Not sufficient enough exhaust air to contribute greatly to the tempering of the outside air.

b) Employ rejected heat from the chiller condenser to preheat domestic hot water.

Rejected because:

- Costly and inefficient.
- The requirement for domestic hot water is low and a negligible part of the total energy usage.
- Pumping cost would exceed benefits.

c) Employ Solar panels to provide domestic and heating water requirements

Rejected because:

- Costly and inefficient.
- Requirement for heating either of domestic or heating water is a negligible part of total energy usage.

- The building site is not conducive to solar panels since Telegraph Hill lies to the south, southwest, and west of the building rendering the best hours of solar collection useless.

d) Employ renewable energy sources (incineration of waste material)

Rejected because:

- Costly.
- Not permitted without stringent requirement to clean up products of combustion vented to the atmosphere.

e) Employ steam from utility grid

Rejected because:

- Not available at project site.
- No new customers are being accepted.

XII. ALTERNATIVES

A. PROJECT ALTERNATIVES

Since the project site was purchased in March 1981, two alternative uses of the site have been considered: commercial and housing. Due to the immediately adjacent Levi Strauss project (Levi's Plaza EE 77.256), which incorporates commercial facilities within it (shops, banks, restaurants), it was decided by the project sponsor that exclusive commercial use of the project site would not be necessary or needed because the demand for commercial space in the project area would have been fulfilled by the commercial facilities of Levi's Plaza.

Condominium housing also was considered and rejected. Over 400 units of condominium/rental housing are under development by the project sponsor team within a 2½ block radius of the project site including about 200 upper middle income units at the corner of Lombard and Sansome Streets, and about 225 moderate income units at Wharf Plaza I and II located at Francisco and Kearny Streets. The project sponsor believes that this fulfills the demand for upper middle income housing for the area. The sponsor believes that a mixed use in the area including offices as well as commercial is the most acceptable use to area residents and businesses.

XIII. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Disc.
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	X	___
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	X	___	___
3.	Does the project have the possible environmental effects which are individually limited, but cumulatively considered? (Analyze in the light of past projects, other current projects, and probable future projects?)	X	___	___
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___
5.	Is there a serious public controversy concerning the possible environmental effect of the project?	X	___	___

On the basis of this initial evaluation:

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Robert W. Passmore
Assistant Director-Implementation

for

Dean Macris
Director

Date: _____

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Attn: Stanley Smith

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San Francisco, CA 94105

San Francisco Ecology Center
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San Francisco Convention &
Visitors Bureau
1390 Market Street, Suite 260
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Attn: R. Sullivan, Manager

San Francisco Forward
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San Francisco, CA 94104
Attn: Frank Noto

San Francisco Tomorrow
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